



ISSAQUAH GATEWAY

2300 NEWPORT WAY

PRE-APPLICATION SUBMITTAL

OCTOBER 10, 2014

THE WOLFF COMPANY



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DESIGN TEAM:
VIA - ARCHITECTURE
COMMUNITA - LANDSCAPE ARCHITECTURE
TRIAD - CIVIL ENGINEERING
TALASEA - WETLAND
TEN W - TRAFFIC

PRE-APPLICATION SUBMITTAL

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Development Objectives

The Issaquah Gateway project intends to fully meet the goals outlined in the Central Issaquah Plan (C.I.P.) by making a commitment to public parkland and wetlands preservation while providing much-needed family friendly housing. A walkable, urban scale street network will be established to allow safe, convenient circulation by all modes and promote community interaction. The project will meet prescribed density levels while remaining seamlessly integrated into its ecologically sensitive surroundings.

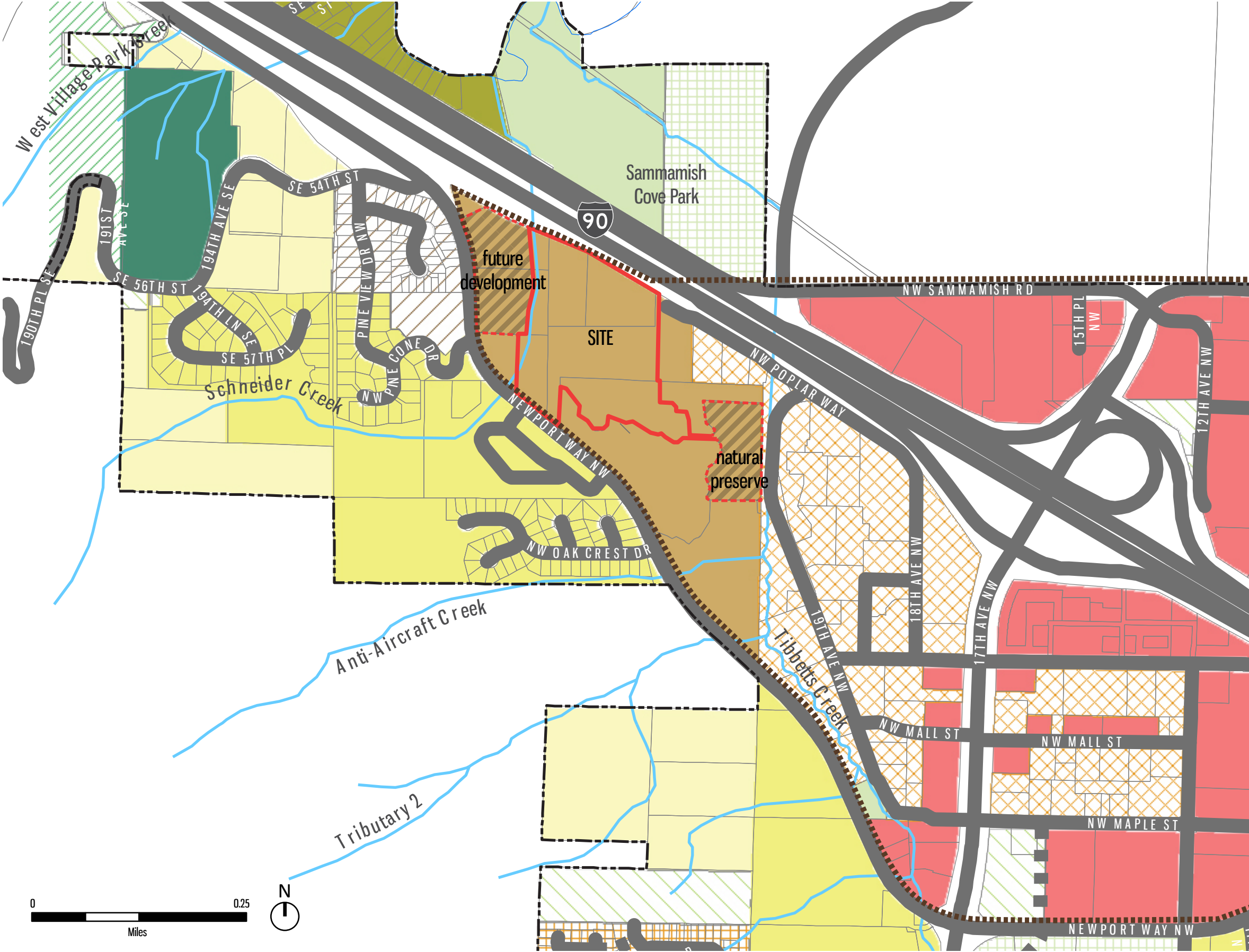
The project is situated on a gently sloping site bordered by I-90 to the north, Newport way to the south, and the Rowley Properties planned Hyla Center to the east, with views north to Lake Sammamish. Neighbors to the project include Arena sports, a veterinary clinic, and the Sammamish Point condos. The 30-acre site is bounded at north and east edges by Class II wetlands and bisected by Schneider Creek. The development will preserve 6.5 acres of the site as natural areas enabling the potential naturalization of Tibbets creek, and will make a significant 2.3-acre contribution to public parkland space.

The project’s prominent location near I-90 presents a unique opportunity to create a gateway as drivers enter Issaquah from the west. To take advantage of this, two five-story residential buildings will front I-90, to create a sense of arrival and establish an urban scale for Central Issaquah. The project is also adjacent to Newport Way, an important regional cycling route and part of the Mountains to Sound greenway trail network. The project has the potential to improve access between Central Issaquah and Newport way by establishing a multi-use trail connection between Newport way and the future Hyla Crossing development site.

SUMMARY:

DESIRED USE -	MULTIFAMILY RESIDENTIAL
ZONING -	VILLAGE RESIDENTIAL ZONE in C.I.P.
SITE AREA -	29.85 ACRES
# OF UNITS -	400 (670 BEDROOMS)
# PARKING SPACES-	264 GARAGE, 432 SURFACE (696 TOTAL)



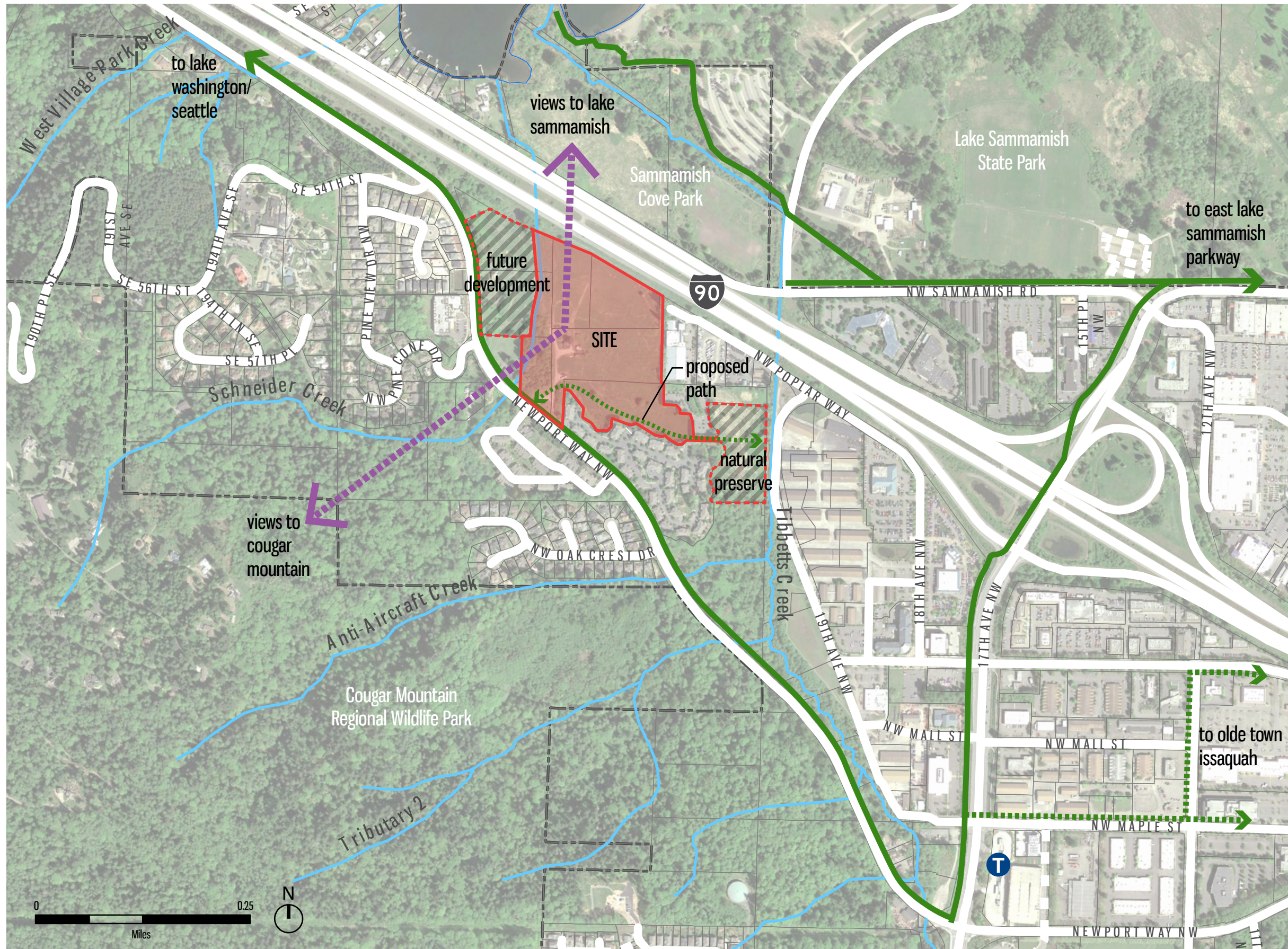


City of Issaquah Zoning

LEGEND

- C-REC - CONSERVANCY RECREATION
- CF-F - COMMUNITY FACILITIES - FACILITIES
- CF-R - COMMUNITY FACILITIES - RECREATION
- CF-OS - COMMUNITY FACILITIES - OPEN SPACE
- C-RES - CONSERVANCY RESIDENTIAL - 1 DU/ 5
- SF-E - SINGLE FAMILY ESTATES - 1.24 DU/
- SF-S - SINGLE FAMILY SUBURBAN - 4.5 DU/
- SF-SL - SINGLE FAMILY SMALL LOT - 7.26 DU/
- MF-M - MULTIFAMILY MEDIUM - 14.52 DU/
- MIXED USE RESIDENTIAL
- VR - VILLAGE RESIDENTIAL
- UC - URBAN CORE
- UV-R - URBAN VILLAGE - ROWLEY

- Proposed Project Site
- Undeveloped Area
- Stream
- Issaquah City Limit
- Central Issaquah Plan Area



Existing Site Conditions

LEGEND

- Mountains to Sound Greenway
- - - City of Issaquah Trail Network
- Proposed Project Site
- ▨ Undeveloped Area
- Stream
- - - Issaquah City Limit
- T Transit Center

Existing Site Conditions: Photo Survey





1. VIEW SOUTH FROM I-90



2. VIEW WEST FROM SITE



3. VIEW NORTH FROM SITE



4. VIEW OF ENTRY FROM NEWPORT WAY



5. VIEW WEST FROM I-90



6. VIEW OF FROM ARENA SPORTS SOUTH PARKING LOT

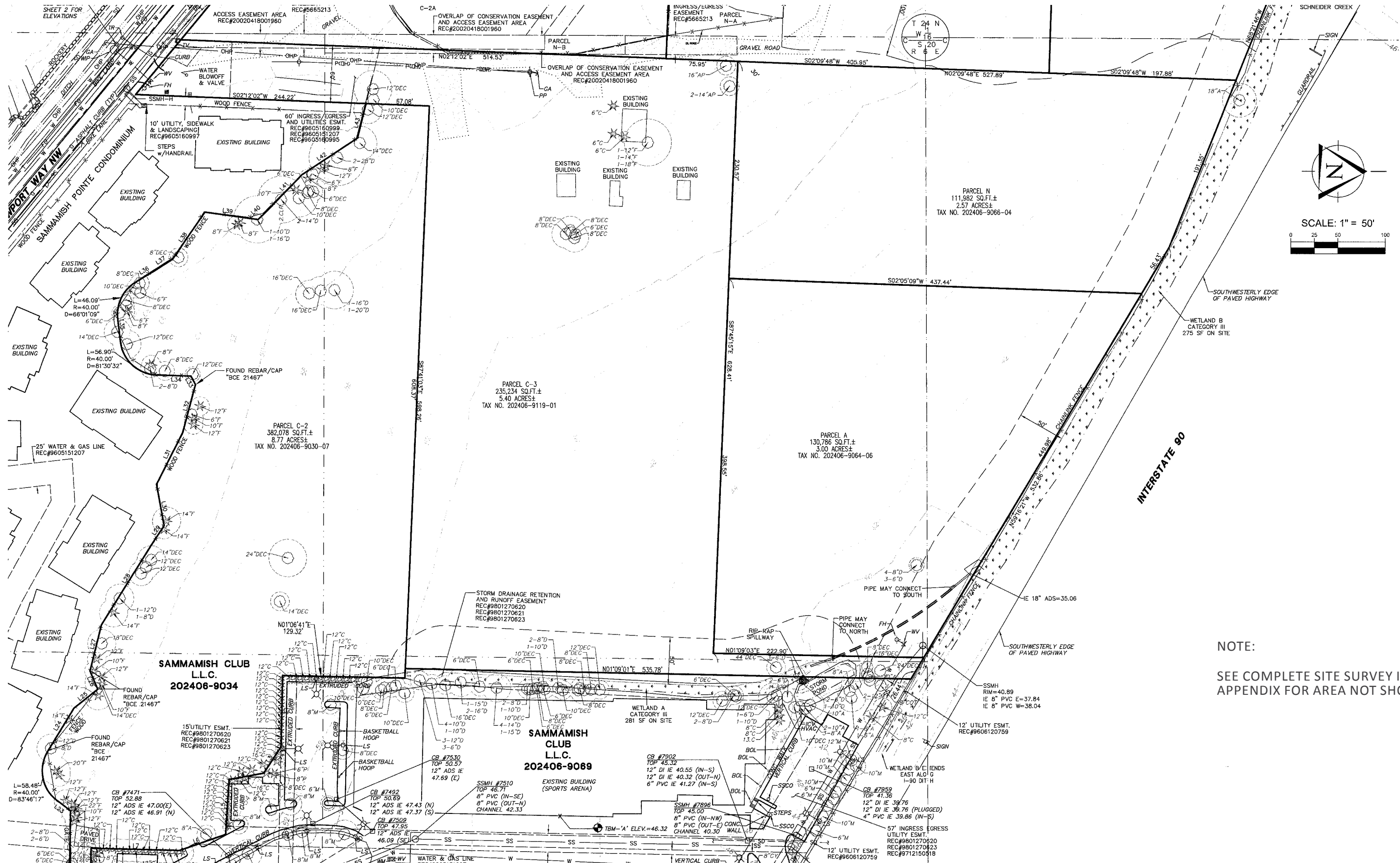


7. VIEW EAST FROM I-90



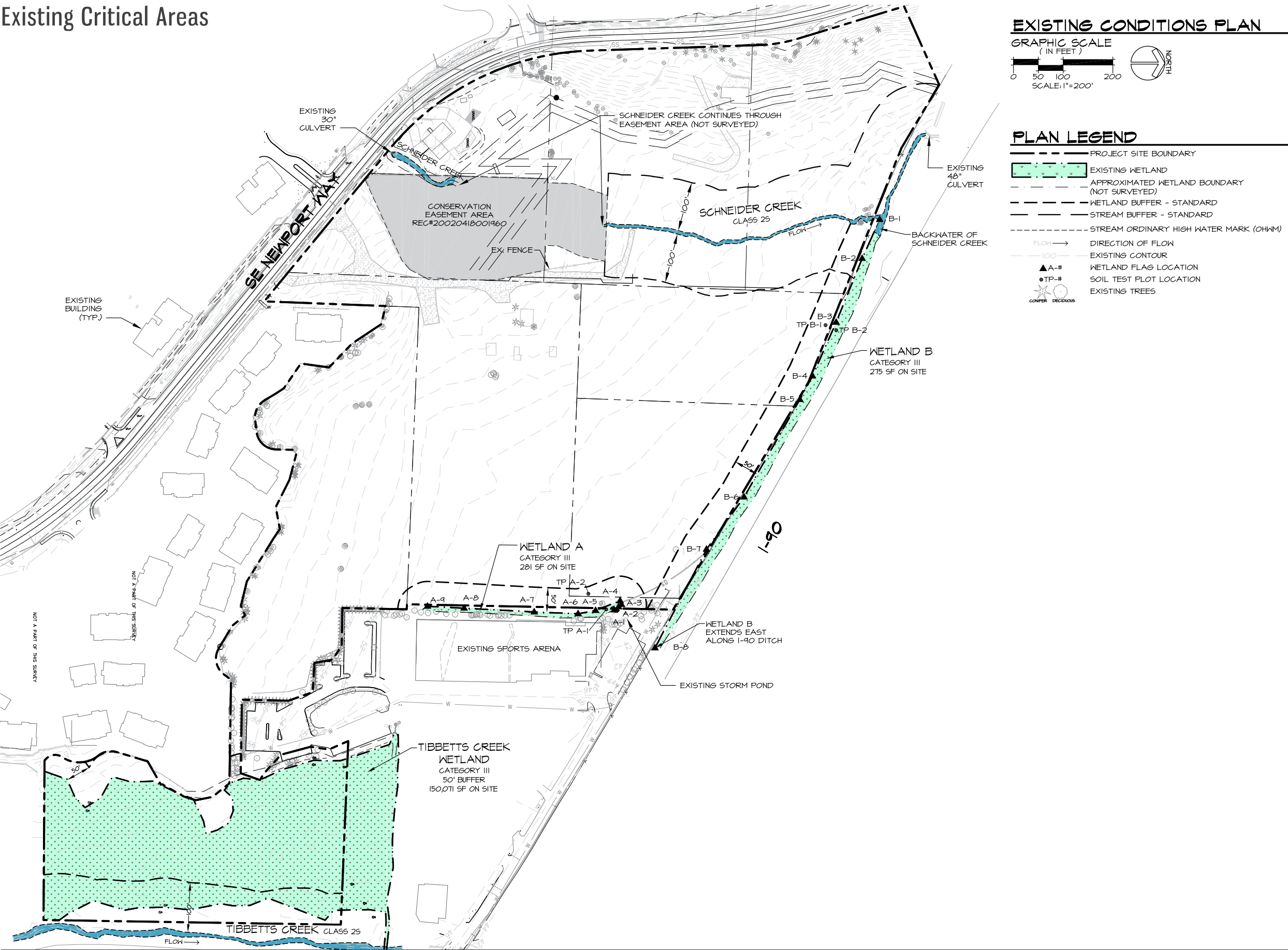
8. VIEW OF FROM ARENA SPORTS NORTH PARKING LOT

Development Area Site Survey



NOTE:
SEE COMPLETE SITE SURVEY IN
APPENDIX FOR AREA NOT SHOWN

Existing Critical Areas



- NOTES**
1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 12112 115TH AVE, NE KIRKLAND, 98034-6424, (425) 821-8448.
 2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624.
 3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.

 **TALASAEA**
CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast - Woodinville, Washington 98077
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Design Proposal and Narrative



AERIAL VIEW NORTH FROM NEWPORT WAY



AERIAL VIEW EAST FROM I-90

To facilitate community connections and provide eyes on the street, entrances to all ground level residential units will open directly to a through-block corridor, a neighborhood park street, or a woonerf court. Upper level units in ten and twenty unit buildings will share a common entrance also facing a main pedestrian circulation route. Both the clubhouse and outdoor community space are located at the intersection of the site's green through-block corridors, providing safe vehicle-free access to all units and further encouraging neighbor interaction.

At the site's northern edge, a pair of five story, eighty unit buildings abuts I-90 establishing a gateway that marks the entrance to Issaquah from the freeway's eastbound lanes. The eighty unit buildings' northern locations provide a visual and acoustic barrier from the freeway for the rest of the site and preserve solar access for lower ten and twenty unit buildings located to the south. Each building will share a single grade level entry, with shared parking visually screened from sidewalk grade. Secure shared bicycle parking for eighty unit buildings will be located at the garage level. Plantings on the south side of each building will screen the parking areas from the woonerf court streetscapes, while plantings on the north side of each building inside the 'L' shape present an opportunity for additional landscaping and/or natural area dedication.

Smaller scale three story ten and twenty unit buildings provide a mix of unit types and sizes allowing a dense, multifamily housing typology conducive to families and larger household sizes. At grade units in these buildings are planned to have ground related exterior entrances and upper units accessed in a walk-up style by a shared stair. Tuck under garage parking with an associated outdoor tandem stall minimize the amount of surface lot required while providing an appropriate parking ratio for larger units.

All residential units will share access to an iconic clubhouse located in front of the main entry lane to establish a sense of arrival and place for residents and visitors. The community clubhouse supports the family-friendly mission of the project by serving as a social hub and activity center for residents and their children. All mailboxes will be centrally located at the clubhouse, encouraging daily social interaction. A community room will be available for resident gatherings and workout rooms as well as an outdoor pool will create opportunities for recreation and play. Outdoor community space surrounding the clubhouse will provide a semi-private recreation area for residents, while allowing resident recreation to spill over to the adjacent parkland across the neighborhood loop street.

Opportunities and Constraints

Of the project site's 30 acres, 13 acres will be developed to provide 400 residential units across twenty buildings in 10-unit, 20-unit, and 80-unit configurations. Residential density in developed areas will reach 30 units per acre, allowing the dedication of 8.8 acres to public parkland, wetland, and natural areas while providing the community with much needed family-oriented housing. A green necklace at the site's periphery will leave habitat and sensitive natural areas intact, as well as offer opportunities for public park facilities and new neighborhood connections.

A new shared-use regional path will provide pedestrian and bicycle access between Newport Way and the future Rowley Properties Hyla Crossing project to the east, offering a low-traffic alternative to Newport Way for users navigating the Mountains to Sound Greenway. Vehicular access to the site will be provided from Newport Way and will be aligned with the driveway of a neighboring development, where a new signalized intersection with full crosswalks will provide pedestrians and bicyclists a safe crossing of Newport Way to connect with the new parkland and shared use path.

The Wolff Company will be pursuing a lot boundary adjustment that will divide the property along Schneider Creek, minimizing impacts to the creek and preserving the western corner of the site for future development. The development will comply with all required setbacks, will avoid disturbance of wetland areas, and will establish a habitat friendly buffer at the periphery of the project.

Emergency access to the site will be provided at two locations, via both the main entry at Newport Way as well as through an emergency-vehicle-only easement connecting to the Arena Sports parking lot. Fire code compliant hammerhead turnarounds are located at the northeast and northwest corners of the site, allowing full fire truck access from the site's circulation network to the perimeter of both eighty-unit buildings abutting I-90 as well as all smaller buildings.



LEGEND

- Public Parkland Dedication
- Wetland Dedication/Buffer
- Undeveloped Area
- Property Line
- Stream
- General Entry
- Emergency Vehicle Entry

Site Circulation

At the center of the site, a legible neighborhood park street loop encircles an urban scale grid of alley courts, woonerf courts and through-block corridors. Street dimensions of the loop street, including pedestrian areas, planting, parking spaces and drive lanes, will comply with C.I.P. requirements for neighborhood streets. Secondary vehicle and pedestrian access between residential units and the loop street will occur via woonerf courts. At the heart of the site, green through-block corridors will provide residents with direct, off-street connections to the community clubhouse amenity, as well as to the green necklace areas at the periphery of the project. These corridors will comply with C.I.P. requirements, providing a minimum twenty feet clear for plantings and a minimum ten-foot-wide pedestrian pathway while dividing each block into frontages no wider than 200 feet.

Resident parking will be located to the rear of each building in a common alley court. To activate neighborhood streets and woonerf courts, access between parking spaces and residential units will be provided via open-air passageways connecting through each building from the street front to the alley court behind. Alley courts are designed with pedestrian-scaled materials and plantings to slow vehicle speeds and to allow for flexible active uses as well as vehicle parking. For each two- and three-bedroom unit, a tandem-parking configuration will maximize space efficiency while providing residents with adequate parking. Parking for one-bedroom units and guests will be located along woonerf courts and the neighborhood street loop. Space for secure bicycle parking in ten and twenty-unit buildings will be provided in each building's private garage.



- NEIGHBORHOOD PARK STREET
- WOONERF COURT
- PEDESTRIAN GREENWAY (Through Block Corridor)
- SHARED USE PATHWAY
- ALLEY COURT
- OPEN SPACE FOCAL POINT
- PRIVATE IN-UNIT BIKE PARKING
- SHARED BIKE PARKING

NOTE:
SEE CIVIL DRAWINGS FOR TECHNICAL INFORMATION
FOR CIRCULATION AND STREET DESIGN

Architectural Character

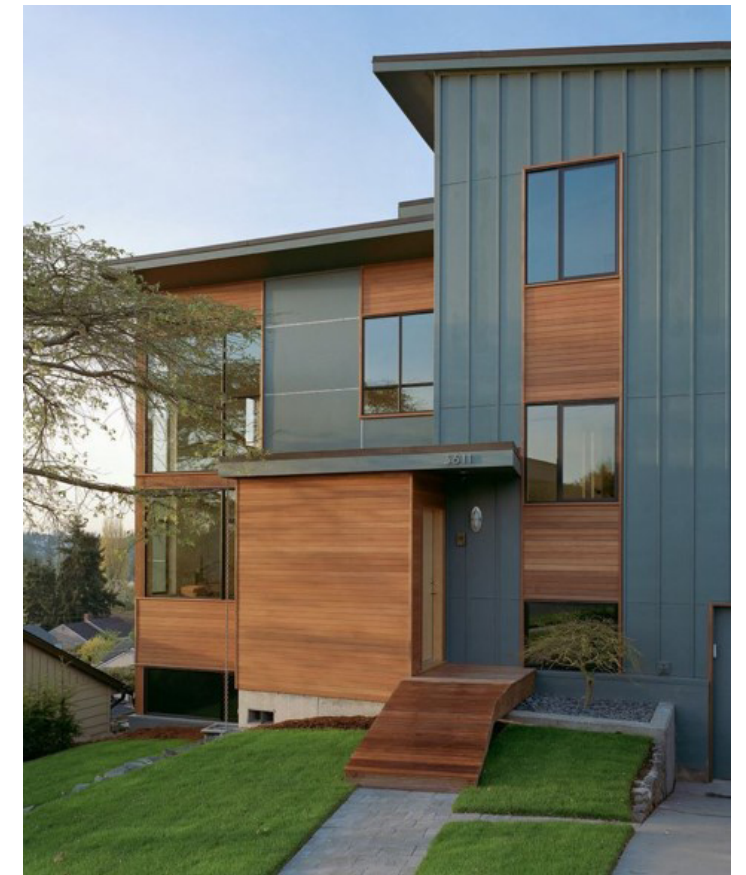
The proposed architectural character will take its inspiration from the rich agricultural history of the Issaquah lowlands. A contemporary interpretation of a farm house vernacular will be employed by the use of some of the traditional textures and the very simplified building masses common to that building type.

The use of multiple textures and colors on each building will help to modulate and reduce the scale of the larger building masses. A kit of parts will be created to provide a consistent palette of materials and building elements that will appear throughout the project. By using these various pieces in slightly different ways on each of the building types we will create a pedestrian experience that is both fresh and full of variety.

The relationship of the buildings to their surrounding spaces has been carefully considered. The concept is to create a series of outdoor rooms formed by the buildings surrounding the spaces. This concept is also consistent with the traditional farm house vernacular and with the idea of an urban village.



Simple, patterned facades



Orthogonal patterning



Community spaces



Entry experience



Landscape Strategy

Human scale and walkability is emphasized throughout the neighborhood. The pedestrian experience, open spaces and planting design will complement the overall vision for creating an urban, walkable community. Large canopy street trees will adorn the main loop road, providing an inviting urban scale for residents and visitors. Accent columnar and flowering trees will emphasize the pedestrian greenways, providing year-round interest. The site provides for a variety of open spaces that include a larger public park, a Community Center and central green as the focal point to the community, informal seating areas along the pedestrian greenways, and flexible, shared uses within the woonerf courts. Resident parking is tucked behind the buildings with architectural trellis elements framing their entries to maintain a green, human scaled front. The woonerf courts at the edges will include textured paving and canopy trees set within an urban rhythm to allow for flexibility in use as both parking and neighborhood gatherings. Residential unit patios along the street edge will activate the streetscape, promote a sense of community and enhance safety.

Tree Preservation Concept

All healthy trees in buffers and setbacks will be maintained.



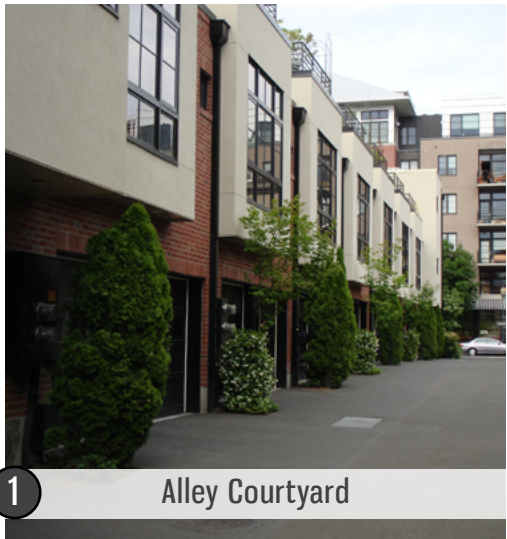
Landscape Precedents



Alley Courtyard



Ambient Lighting in Alley Courtyard



Alley Courtyard



Pedestrian Greenway



Pedestrian Greenway



Neighborhood Street Rain Garden



Community Park



Community Park



Woonerf Court



Woonerf Court

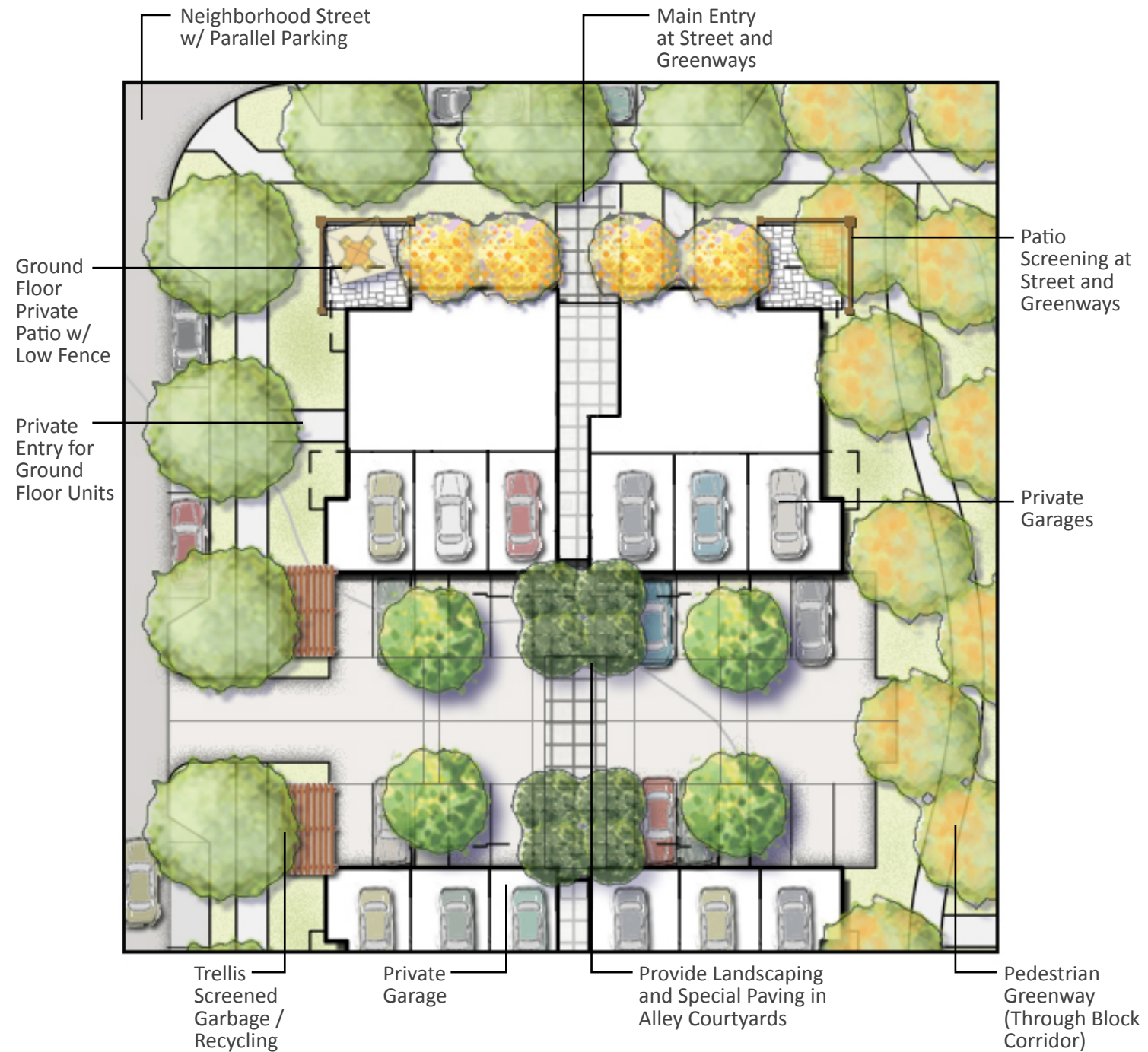


Woonerf Court

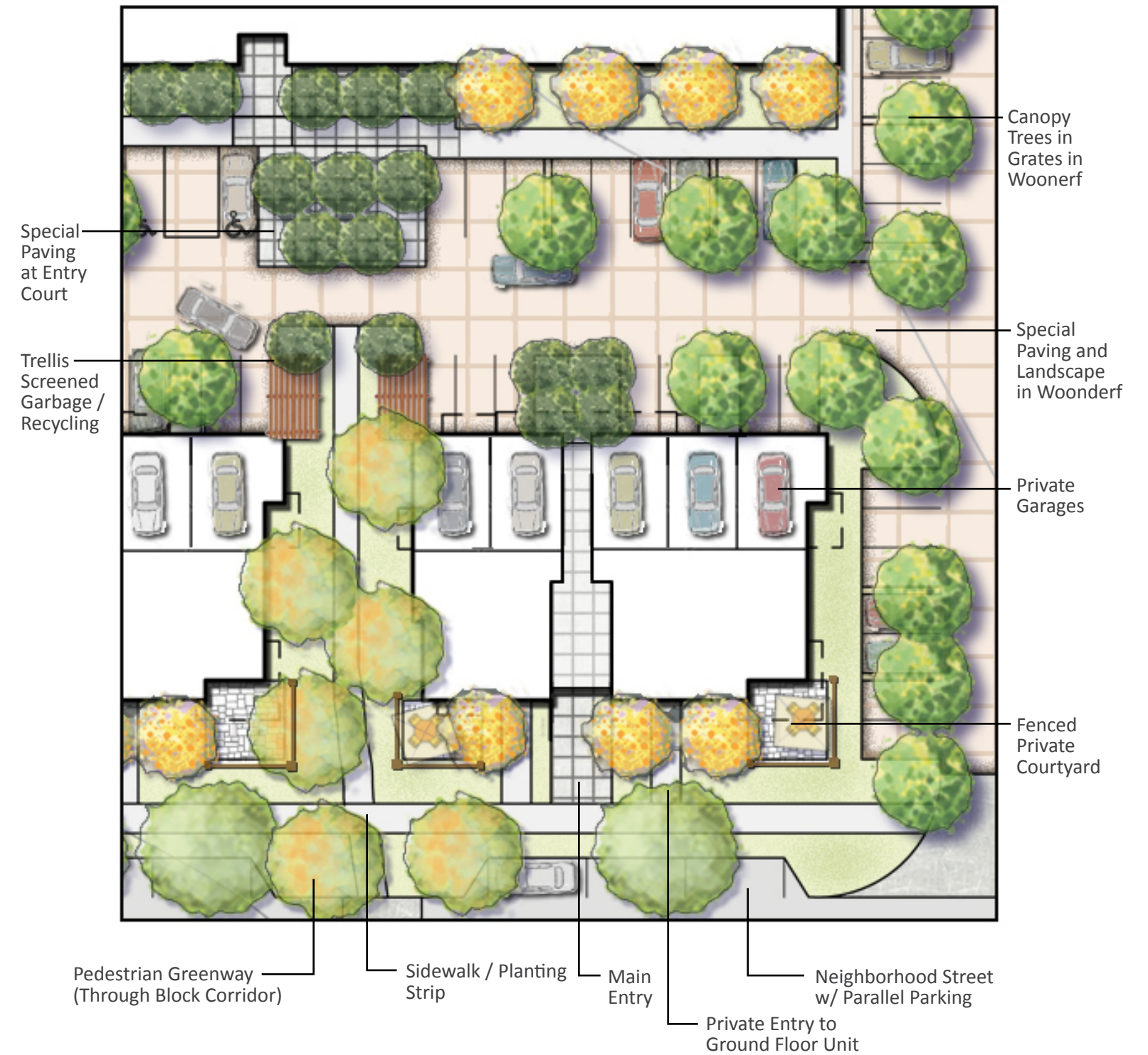


Woonerf Court

Alley Court

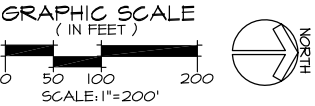


Woonerf Court





PROPOSED SITE PLAN & IMPACTS & MITIGATION OVERVIEW PLAN



PLAN LEGEND

- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- WETLAND BUFFER
- 15' BSBL
- STREAM BUFFER
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- DIRECTION OF FLOW

BUFFER AVERAGING (PER IMC 18.10.650 (D)(5))

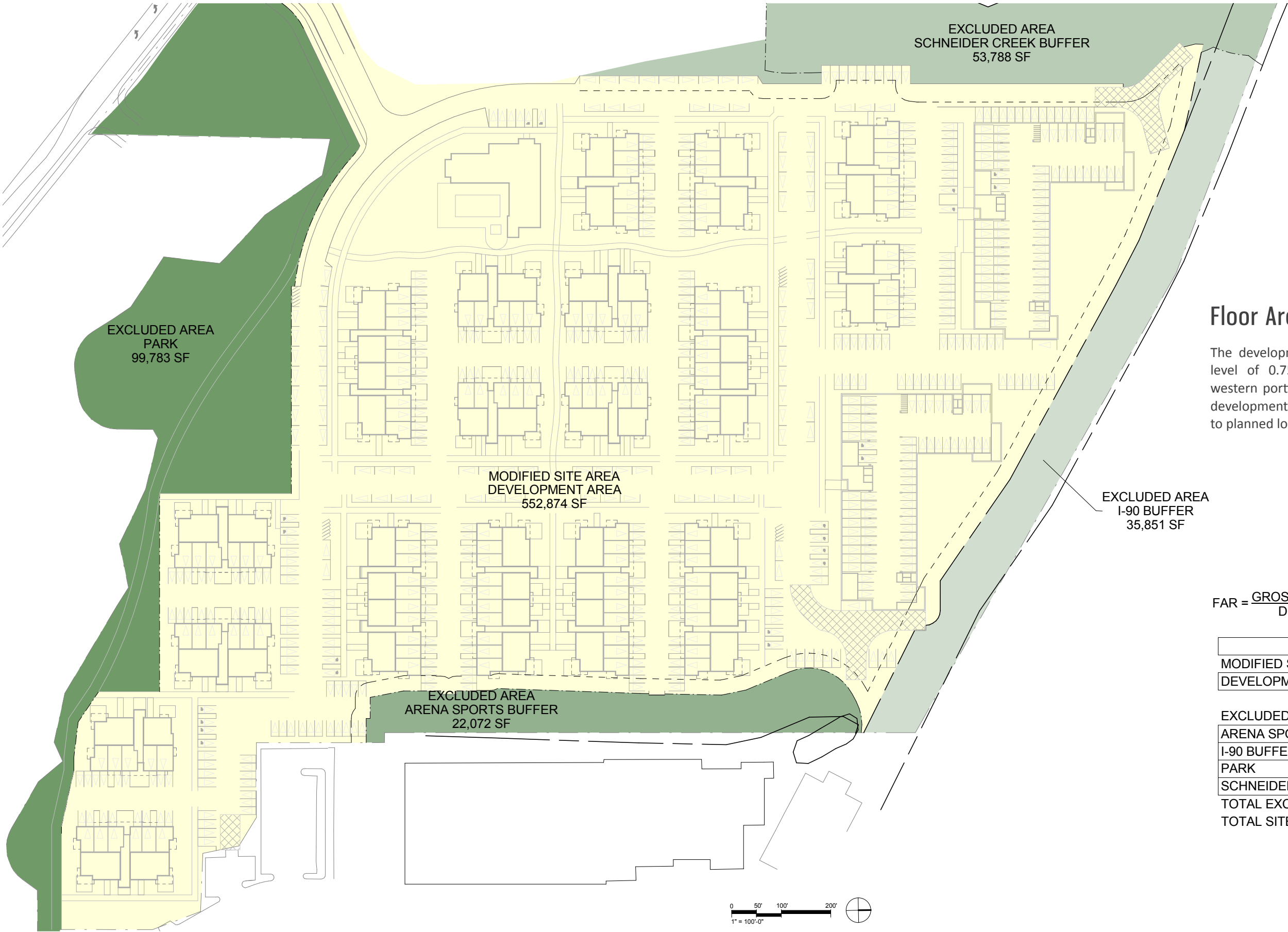
REDUCED WETLAND BUFFER AREA	
WETLAND A	371 SF
WETLAND B	542 SF
REDUCED STREAM BUFFER AREA	
SCHNEIDER CREEK	3,392 SF
REPLACED WETLAND BUFFER AREA	
WETLAND A	371 SF
WETLAND B	542 SF
REPLACED STREAM BUFFER AREA	
SCHNEIDER CREEK	4,435 SF
(NET GAIN IN BUFFER AREA = 1,043 SF)	

NOTES

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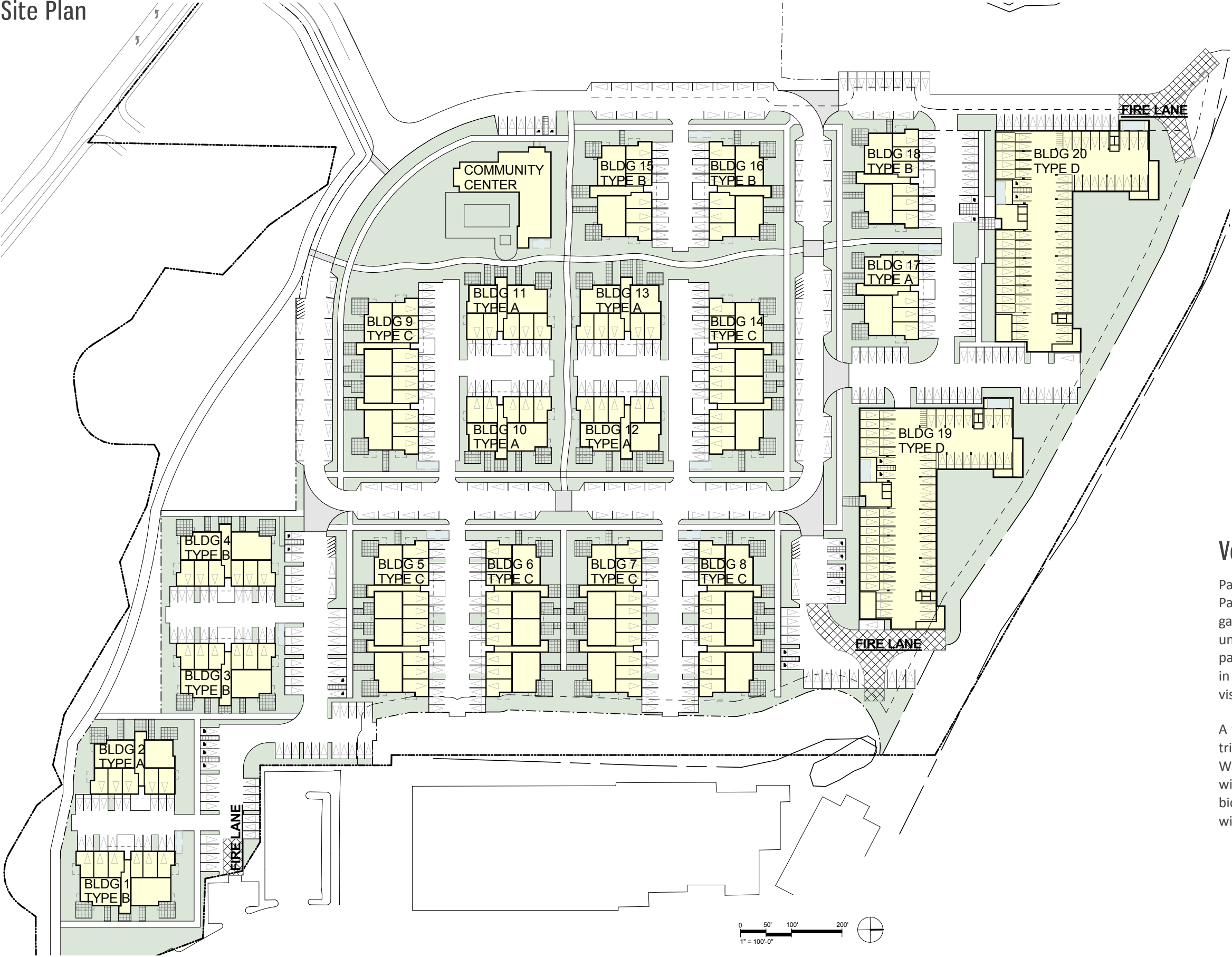
Floor Area Ratio

The development will meet the prescribed density level of 0.75 FAR as outlined in the C.I.P. The western portion of the property reserved for future development is not included in FAR calculations due to planned lot boundary line adjustment.

$$\text{FAR} = \frac{\text{GROSS FLOOR AREA PER IMC}}{\text{DEVELOPMENT AREA}} = \frac{429,045 \text{ SF}}{552,874 \text{ SF}} = 77.6\%$$

- SITE AREA -	
MODIFIED SITE AREA	
DEVELOPMENT AREA	552,874 SF
	552,874 SF
EXCLUDED AREA	
ARENA SPORTS BUFFER	22,072 SF
I-90 BUFFER	35,851 SF
PARK	99,783 SF
SCHNEIDER CREEK BUFFER	53,788 SF
TOTAL EXCLUDED AREA	211,494 SF
TOTAL SITE AREA	764,368 SF

Site Plan



Vehicular Parking

Parking will be provided at a ratio of 1.74 parking spaces per unit. Parking is provided with a mixture of on-street, courtyard, private-garage and shared-garage configurations. Two- and three-bedroom units will be provided with tandem parking spaces to minimize parking footprint. In eighty-unit buildings, parking will be provided in a common garage and will be partially below grade to reduce visual impact from the street.

A traffic study is underway to determine impacts of added vehicle trips on the surrounding transportation network including Newport Way. To mitigate those impacts, a new traffic signal on Newport Way with widened turn lanes will be provided and the street's existing bicycle and pedestrian facilities will be maintained or improved within the project vicinity.

Parking, Solid Waste, & Unit Mix Data

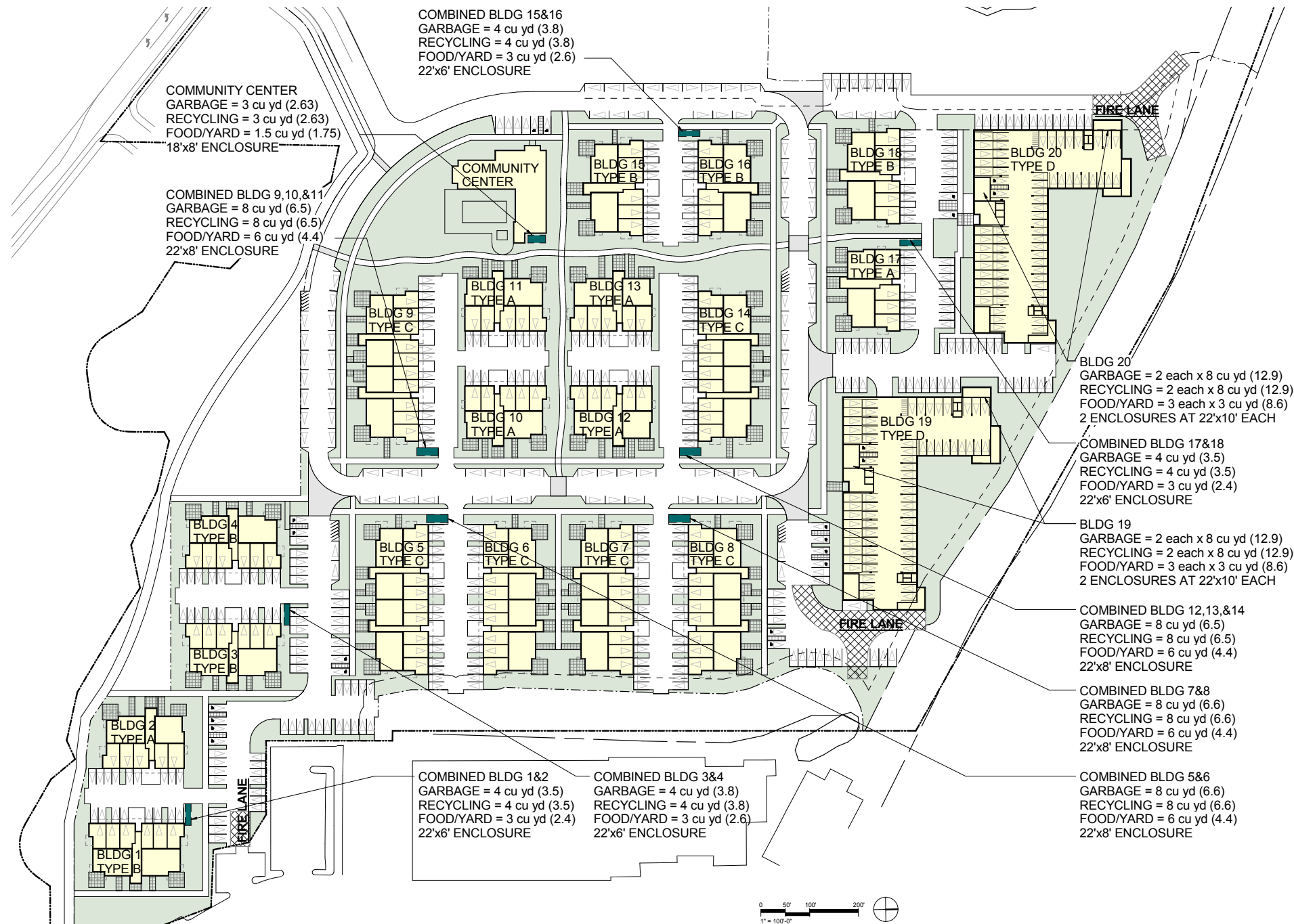
UNIT COUNT AND MIX					
BUILDING TYPE A		1 BDRM	2 BDRM	3 BDRM	
BUILDING NUMBERS: 2, 10, 11, 12, 13, 17					
FLOOR 1		1	1	0	
FLOOR 2		2	1	1	
FLOOR 3		2	1	1	
TOTAL UNITS PER BLDG		5	3	2	10
NUMBER OF TYPE A BUILDINGS	6	30	18	12	60
BUILDING TYPE B		1 BDRM	2 BDRM	3 BDRM	
BUILDING NUMBERS: 1, 3, 4, 15, 16, 18					
FLOOR 1		0	2	0	
FLOOR 2		0	3	1	
FLOOR 3		0	3	1	
TOTAL UNITS PER BLDG		0	8	2	10
NUMBER OF TYPE B BUILDINGS	6	0	48	12	60
BUILDING TYPE C		1 BDRM	2 BDRM	3 BDRM	
BUILDING NUMBERS: 5, 6, 7, 8, 9, 14					
FLOOR 1		2	2	0	
FLOOR 2		4	2	2	
FLOOR 3		4	2	2	
TOTAL UNITS PER BLDG		10	6	4	20
NUMBER OF TYPE C BUILDINGS	6	60	36	24	120
BUILDING TYPE D		1 BDRM	2 BDRM	3 BDRM	
BUILDING NUMBERS: 19, 20					
FLOOR 1		0	0	0	
FLOOR 2		11	9	0	
FLOOR 3		11	9	0	
FLOOR 4		11	9	0	
FLOOR 5		11	9	0	
TOTAL UNITS PER BLDG		44	36	0	80
NUMBER OF TYPE D BUILDINGS	2	88	72	0	160
TOTAL NUMBER OF BUILDINGS 20					
TOTAL NUMBER OF UNITS:		178	174	48	400
		45%	44%	12%	100%
TOTAL NUMBER OF BEDROOMS:					
		178	348	144 =	670

PARKING BY UNIT / UNIT TYPE					
		PARKING	MAX TANDEM	TANDEM IN BLDG	ADDITIONAL REQ'D
BLDG A	1 BDRM	5	5		
	2/3 BDRM	5	10	10	10
TOTAL:		15			5
BLDG B	1 BDRM	0	0		
	2/3 BDRM	10	20	20	12
TOTAL:		20			8
BLDG C	1 BDRM	10	10		
	2/3 BDRM	10	20	20	20
TOTAL		30			10
BLDG D	1 BDRM	44	44		
	2/3 BDRM	36	72	72	28
TOTAL:		116			88
PARKING AVERAGE = $\frac{\text{PARKING UNITS}}{400} = \frac{696}{400} = 1.74$ AVG PARKING SPACES PER UNIT					

SOLID WASTE REQUIREMENTS - PER CIP GUIDELINES							
	1 Beds cu yd per month	2-3 Beds cu yd per month	Total cu yd per Building per month	Weekly Pickup	Food / Yard Waste	Recycling	Garbage
	1.5	2		0.25	25.00%	37.50%	37.50%
BUILDING TYPE A	7.5	10	17.5	4.375	1.1	1.6	1.6
1 BEDROOMS = 5							
2 BEDROOMS = 3							
3 BEDROOMS = 2							
BUILDING TYPE B	0	20	20	5	1.3	1.9	1.9
1 BEDROOMS = 0							
2 BEDROOMS = 8							
3 BEDROOMS = 2							
BUILDING TYPE C	15	20	35	8.75	2.2	3.3	3.3
1 BEDROOMS = 10							
2 BEDROOMS = 6							
3 BEDROOMS = 4							
BUILDING TYPE D	66	72	138	34.5	8.6	12.9	12.9
1 BEDROOMS = 44							
2 BEDROOMS = 36							
3 BEDROOMS = 0							

- PARKING COUNT -				
DESCRIPTION	TYPE	TANDEM	SIZE	COUNT
GARAGE				
PRIVATE GARAGE	STANDARD	TANDEM	12' x 20'	126
PARKING				
SHARED GARAGE	BARRIER FREE		8' x 18.5'	4
SHARED GARAGE	COMPACT		8' x 16'	62
SHARED GARAGE	COMPACT	TANDEM	8' x 16'	28
SHARED GARAGE	STANDARD		9' x 18.5'	16
SHARED GARAGE	STANDARD	TANDEM	9' x 18.5'	28
				264
STREET PARKING				
90 DEGREE STREET PARKING	BARRIER FREE		8' x 18.5'	18
90 DEGREE STREET PARKING	COMPACT		8' x 16'	145
90 DEGREE STREET PARKING	COMPACT	TANDEM	8' x 16'	126
90 DEGREE STREET PARKING	STANDARD		9' x 18.5'	56
PARALLEL PARKING	STANDARD		20' x 8'	87
				432
Grand total				696

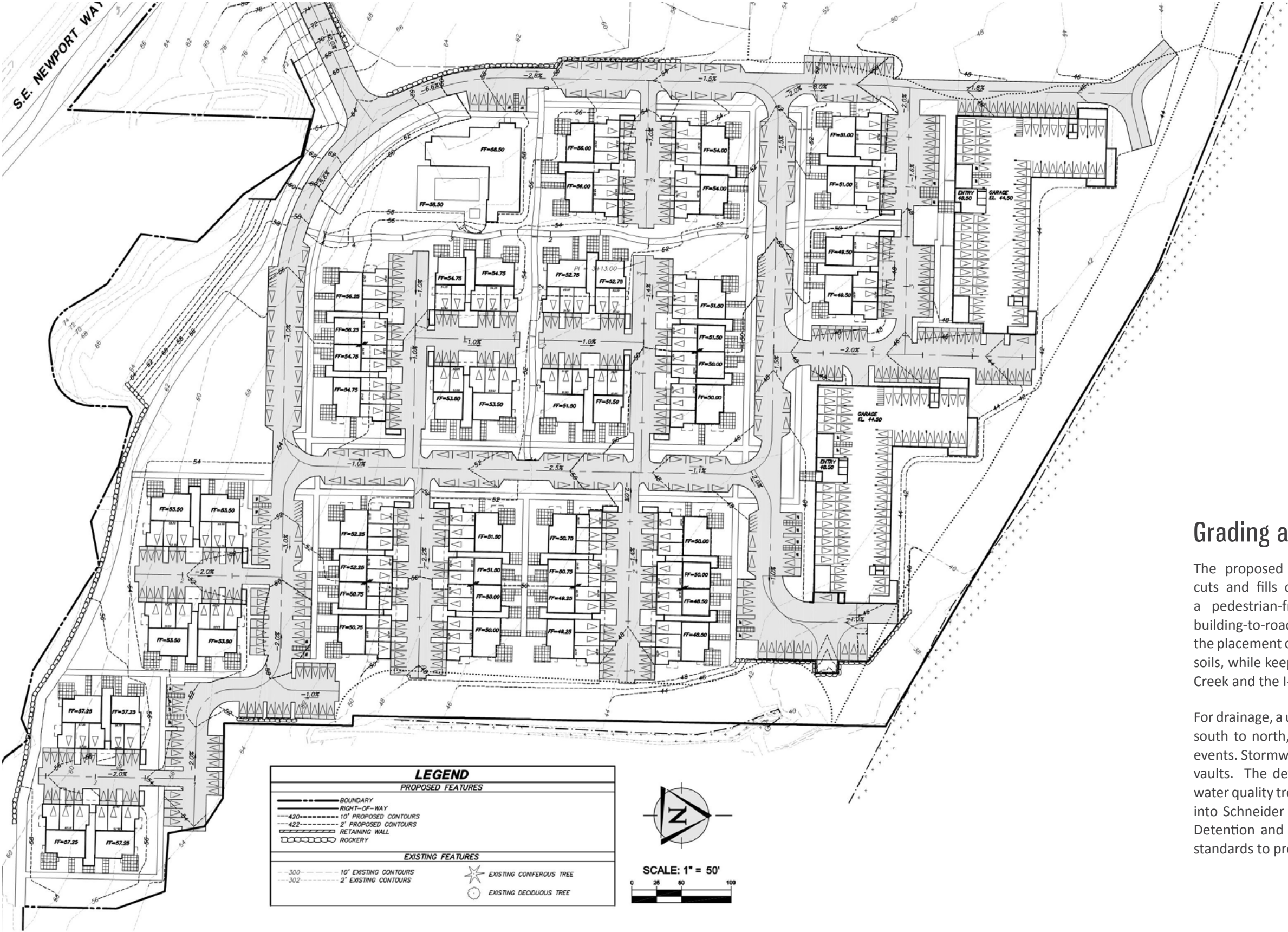
NOT IN COUNT			
DESCRIPTION	TYPE	SIZE	COUNT
MOTORCYCLE PARKING	NOT IN COUNT	3'x8'	19
LOADING	NOT IN COUNT	LOAD 25' x 10'	2
			21



Solid Waste Strategy

Trash, Recycling and Compost facilities will be located adjacent to each building near the neighborhood street loop, with access from the alley court. Enclosures will be provided and screening will minimize the visual impact of these structures on street character. No enclosure will be located more than 250 feet away from any unit it serves.

Proposed Grading Plan

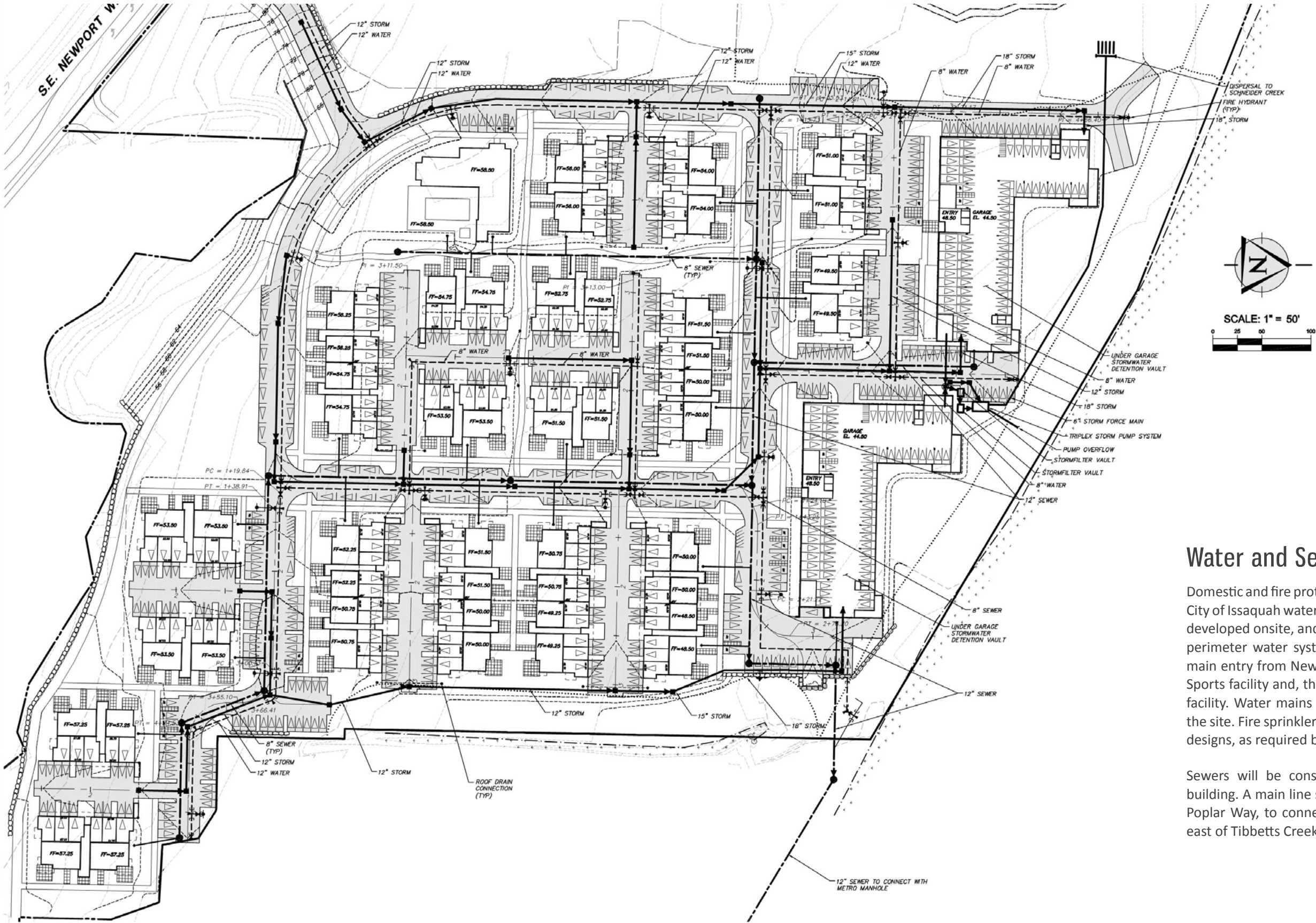


Grading and Drainage

The proposed grading attempts to minimize and balance the cuts and fills onsite. The site will be gently graded to provide a pedestrian-friendly environment while providing functional building-to-roadway relationships. The design attempts to minimize the placement of additional fill above locations with underlying peat soils, while keeping the site above shallow groundwater, Schneider Creek and the I-90 ditch.

For drainage, a uniform drainage path will be created, generally from south to north, providing safe overflow paths during high rainfall events. Stormwater detention will be provided within below-garage vaults. The detained outflows will be filtered through two, large water quality treatment structures, and then pumped and dispersed into Schneider Creek, the natural point of discharge. Stormwater Detention and Water Quality Treatment will be per the required standards to protect Schneider Creek and Lake Sammamish.

Proposed Utilities Plan

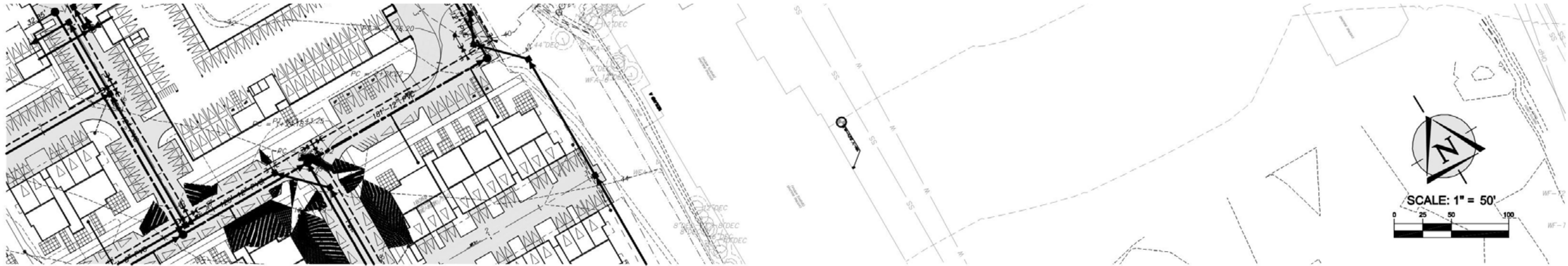


Water and Sewer

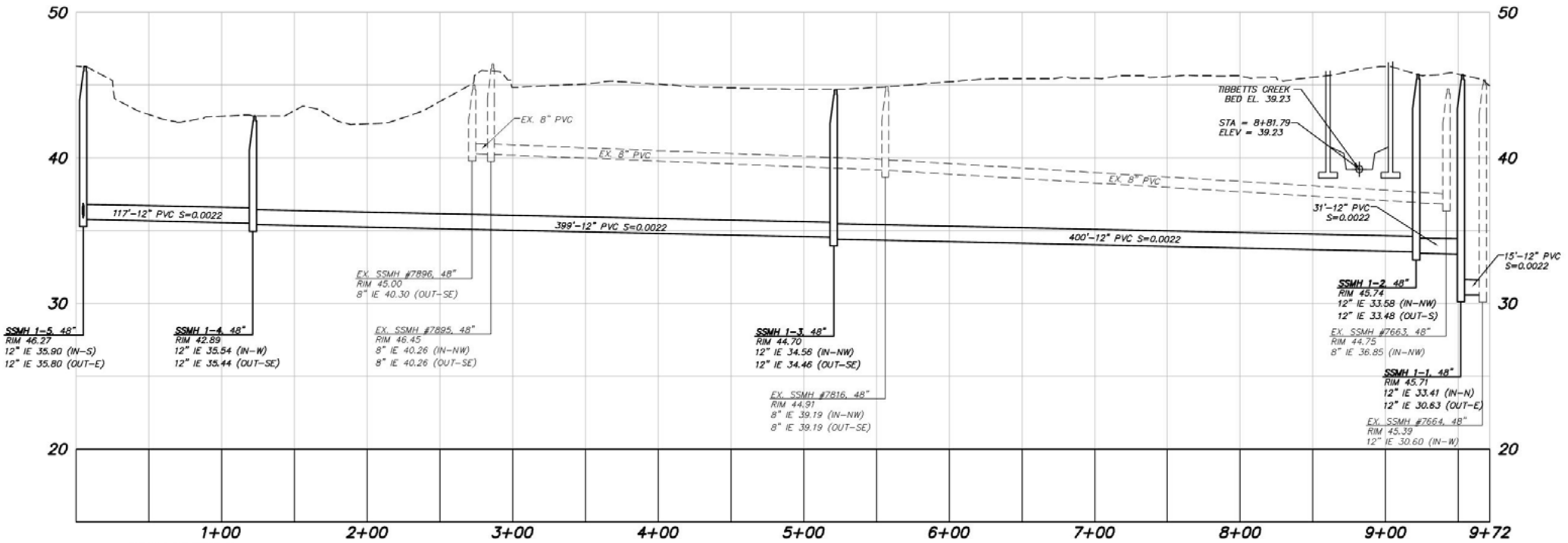
Domestic and fire protection water will be acquired from the existing City of Issaquah water system. A robust, looped water system will be developed onsite, and will connect at three locations to the existing perimeter water system. Proposed connection points are at the main entry from Newport Way, the northwest corner of the Arena Sports facility and, the southwest parking area of the Arena Sports facility. Water mains will be sized to provide adequate fireflow to the site. Fire sprinkler systems will be incorporated into the building designs, as required by City of Issaquah code.

Sewers will be constructed throughout the site to serve each building. A main line sewer will be extended to the east, along NW Poplar Way, to connect to an existing Metro sewer manhole, just east of Tibbetts Creek.

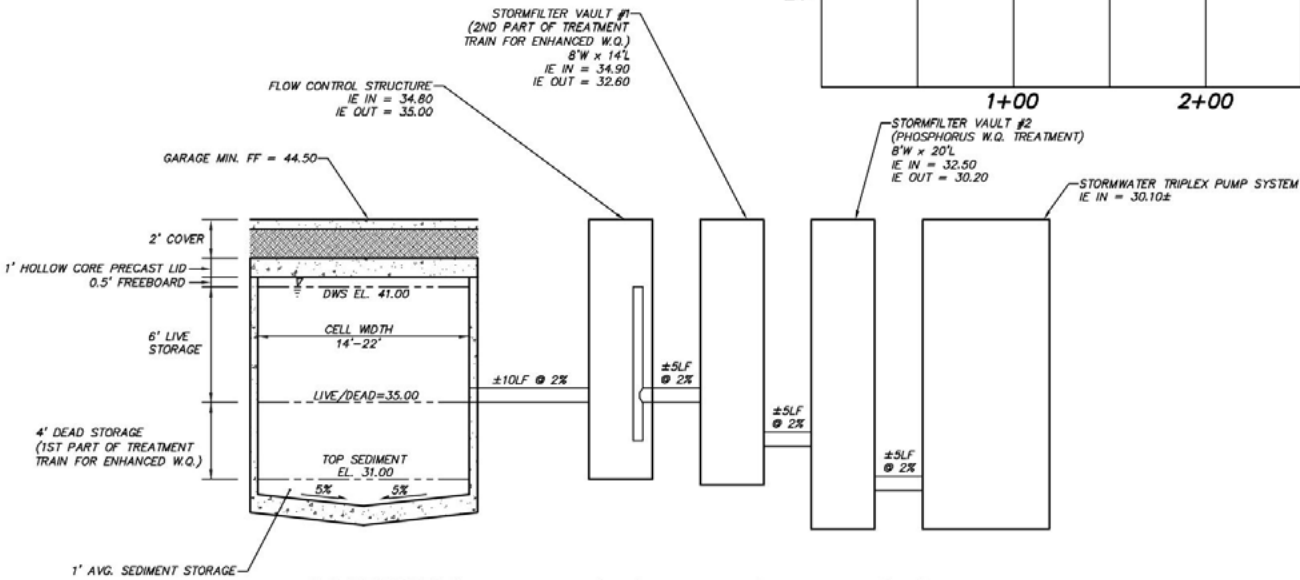
Proposed Utilities Detail



METRO SEWER CONNECTION PLAN
SCALE: 1"=50'



METRO SEWER CONNECTION PROFILE
SCALE: 1"=50' HORIZONTAL
SCALE: 1"=5' VERTICAL



SCHEMATIC DETENTION/WATER QUALITY SYSTEM
SCALE: NOT TO SCALE

Request for Clarification:

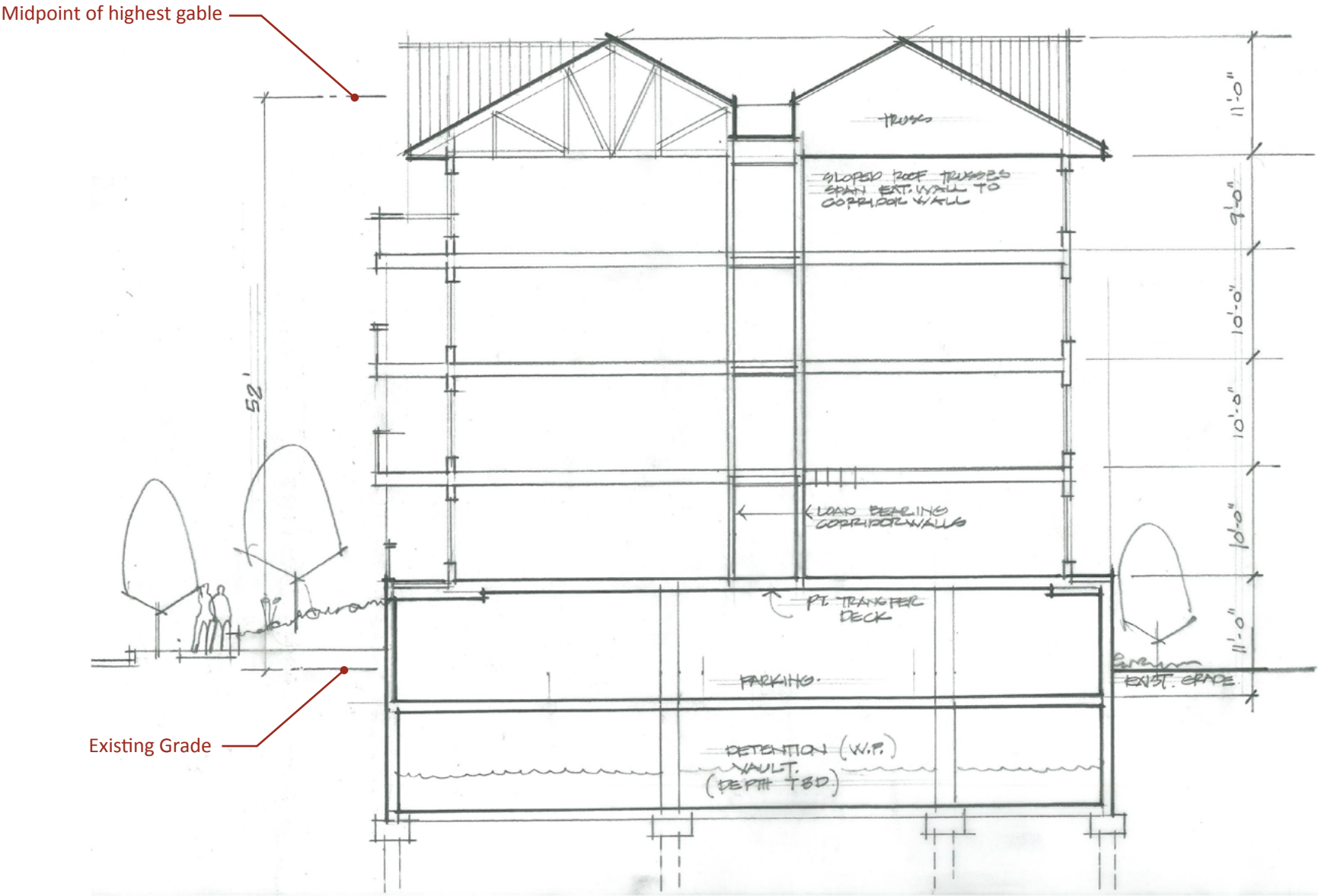
Clarification #1 - Height Limit Calculation for Pitched Roofs

Standard:

Code: **18.07.060.B - Measuring Height.** Nonshoreline Areas: Building or structure height shall be measured from the average grade of the existing or finished grade, whichever is lower, to the midpoint of the highest gable of a pitched or hipped roof with a minimum 4:12 pitch and a maximum of 12:12 pitch, or the highest point of the coping of a flat roof.

Question:

In the Central Issaquah Plan, can height limits be measured to the midpoint of the highest gable per Issaquah Code 18.07.060.B? See diagram to the right.



Legal Description

LEGAL DESCRIPTION

PARCEL A: (ISSAQUAH)

THAT PORTION OF GOVERNMENT LOT 4 AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING SOUTHERLY OF PRIMARY STATE HIGHWAY NO. 2 (SR-90), DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 88° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH/SOUTH CENTERLINE OF SAID SECTION, 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2 PRIOR TO CONDEMNATION UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 681940; THENCE NORTH 59° 17' 18" WEST ALONG SAID SOUTHERLY MARGIN OF HIGHWAY, 768.86 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID SOUTHERLY MARGIN 508.65 FEET; THENCE SOUTH 02° 04' 12" WEST, 574.56 FEET TO AN EXISTING FENCE LINE; THENCE SOUTH 87° 46' 12" EAST ALONG SAID FENCE LINE 450.00 FEET TO A POINT WHICH BEARS SOUTH 01° 08' 04" WEST FROM THE TRUE POINT OF BEGINNING; THENCE NORTH 01° 08' 04" EAST, 332.96 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID HIGHWAY AND THE TRUE POINT OF BEGINNING;

EXCEPT THAT PORTION WHICH LIES WITHIN THE FOLLOWING DESCRIBED PROPERTY:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 88° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2; THENCE NORTH 59° 17' 18" WEST ALONG THE SAID SOUTHERLY MARGIN OF HIGHWAY, 1,250.29 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID MARGIN 262.01 FEET; THENCE SOUTH 02° 04' 12" WEST, 687.47 FEET; THENCE SOUTH 87° 46' 12" EAST, 229.95 FEET; THENCE NORTH 02° 04' 12" EAST, 562.21 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID HIGHWAY AND THE TRUE POINT OF BEGINNING.

PARCEL C-2: (ISSAQUAH)

THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 00° 54' 09" EAST ALONG THE EAST LINE THEREOF, 598.26 FEET; THENCE NORTH 87° 41' 03" WEST, 369.95 FEET; THENCE SOUTH 23° 06' 12" EAST, 11.77 FEET; THENCE SOUTH 23° 35' 15" EAST, 30.93 FEET; THENCE SOUTH 08° 50' 07" WEST, 36.75 FEET; THENCE SOUTH 15° 00' 59" EAST, 61.72 FEET; THENCE SOUTH 47° 31' 43" EAST, 50.60 FEET; THENCE SOUTH 58° 42' 59" EAST, 16.07 FEET; THENCE SOUTH 19° 24' 49" WEST, 41.00 FEET; THENCE NORTH 89° 06' 44" WEST, 148.00 FEET; THENCE NORTH 01° 13' 52" EAST, 93.62 FEET; THENCE NORTH 19° 30' 05" WEST, 51.86 FEET; THENCE NORTH 86° 32' 02" WEST, 58.82 FEET; THENCE NORTH 10° 26' 45" WEST, 37.19 FEET; THENCE NORTH 57° 13' 47" WEST, 33.63 FEET; THENCE NORTH 88° 53' 19" WEST, 75.53 FEET; THENCE NORTH 01° 06' 41" EAST, 129.45 FEET TO THE SOUTH LINE OF PROPERTY CONVEYED IN INSTRUMENTS RECORDED UNDER RECORDING NUMBERS 8509180653 AND 8509180654; THENCE NORTH 87° 41' 03" WEST, ALONG SAID SOUTH LINE, AND SAID SOUTH LINE EXTENDED WESTERLY, 608.37 FEET TO A POINT ON A LINE 60 FEET EAST OF, AS MEASURED PARALLEL WITH AND PERPENDICULAR TO, THE EAST LINE OF THE RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 8405119004, RECORDS OF KING COUNTY, WASHINGTON; THENCE SOUTH 02° 12' 02" WEST ALONG SAID LINE, 67.21 FEET TO THE NORTHWEST CORNER OF ADJUSTED PARCEL 1 OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 97-02, AS RECORDED UNDER RECORDING NUMBER 9704229004, RECORDS OF KING COUNTY, WASHINGTON; THENCE ALONG THE NORTHERLY AND EASTERLY LINE OF SAID ADJUSTED PARCEL 1 TO ITS INTERSECTION WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 89° 37' 09" EAST, ALONG SAID SOUTH LINE, 321.30 FEET TO THE POINT OF BEGINNING;

TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS AND UTILITIES OVER, UNDER AND ACROSS THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTH OF THE RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2, ALSO KNOWN AS SOUTHEAST NEWPORT WAY, WEST OF A LINE 60 FEET EAST OF, AS MEASURED PARALLEL WITH AND PERPENDICULAR TO, THE EAST LINE OF A PARCEL OF LAND AS SURVEYED BY RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 8405119004, RECORDS OF KING COUNTY, WASHINGTON, AND SOUTHERLY OF THE WESTERLY PROJECTION OF THE MOST NORTHERLY LINE OF THE ABOVE DESCRIBED PARCEL.

(AKA PARCEL 2 OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 97-05, RECORDED UNDER RECORDING NUMBER 9712159013).

PARCEL C-3: (ISSAQUAH)

THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 20; THENCE NORTH 88° 55' 58" WEST, 647.43 FEET; THENCE NORTH 01° 05' 02" EAST, 2,332.99 FEET TO THE TRUE POINT OF BEGINNING AT THE INTERSECTION OF SAID LINE AND AN EXISTING EAST-WEST FENCE, SAID POINT BEING HEREINAFTER REFERRED TO AS POINT "A"; THENCE SOUTH 01° 05' 02" WEST, 93.00 FEET; THENCE SOUTH 89° 58' 05" WEST, 668.86 FEET; THENCE NORTHERLY ALONG AN EXISTING FENCE 119 FEET TO SAID EAST-WEST FENCE, AT A POINT HEREINAFTER REFERRED TO AS POINT "B"; THENCE EASTERLY ALONG SAID FENCE TO THE TRUE POINT OF BEGINNING;

EXCEPT ANY PORTION THEREOF LYING WITHIN PARCELS DESCRIBED IN A DEED TO BESTFIRE OIL COMPANY RECORDED UNDER RECORDING NUMBER 5669373 AND A CONTRACT TO WALTER W. BAZ RECORDED UNDER RECORDING NUMBER 5855410;

TOGETHER WITH THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHERLY AND WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 00° 54' 09" EAST ALONG THE EAST LINE THEREOF, 598.26 FEET;

THENCE NORTH 87° 41' 03" WEST, 369.95 FEET; THENCE SOUTH 23° 06' 12" EAST, 11.77 FEET; THENCE SOUTH 23° 35' 15" EAST, 30.93 FEET; THENCE SOUTH 08° 50' 07" WEST, 36.75 FEET; THENCE SOUTH 15° 00' 59" EAST, 61.72 FEET; THENCE SOUTH 47° 31' 43" EAST, 50.60 FEET; THENCE SOUTH 58° 42' 59" EAST, 16.07 FEET; THENCE SOUTH 19° 24' 49" WEST, 41.00 FEET; THENCE NORTH 89° 06' 44" WEST, 148.00 FEET; THENCE NORTH 01° 13' 52" EAST, 93.62 FEET; THENCE NORTH 19° 30' 05" WEST, 51.86 FEET; THENCE NORTH 86° 32' 02" WEST, 58.82 FEET; THENCE NORTH 10° 26' 45" WEST, 37.19 FEET; THENCE NORTH 57° 13' 47" WEST, 33.63 FEET; THENCE NORTH 88° 53' 19" WEST, 75.53 FEET; THENCE NORTH 01° 06' 41" EAST, 129.45 FEET TO THE BEGINNING OF THIS LINE DESCRIPTION; THENCE NORTH 87° 41' 03" WEST, 608.37 FEET TO A POINT ON A LINE 60 FEET EAST OF, AS MEASURED PARALLEL WITH AND PERPENDICULAR TO THE EAST LINE OF THE RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 8405119004, RECORDS OF KING COUNTY, WASHINGTON, THIS LINE BEING KNOWN AS LINE "A" FOR THE PURPOSES OF THIS DESCRIPTION; THENCE SOUTH 02° 12' 02" WEST ALONG SAID LINE, 311.58 FEET TO THE NORTHERLY RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2, ALSO KNOWN AS SOUTHEAST NEWPORT WAY, AND THE END OF THIS LINE DESCRIPTION; AND

TOGETHER WITH THAT PORTION OF LOT 1, CITY OF ISSAQUAH SHORT PLAT NO. SP-78-07 RECORDED UNDER RECORDING NUMBER 7710270770, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1 OF SAID SHORT PLAT; THENCE SOUTH 01° 08' 48" WEST, ALONG THE WEST LINE OF SAID LOT 1, TO AN INTERSECTION WITH A LINE RUNNING FROM THE ABOVE REFERENCED POINT "A" TO THE ABOVE REFERENCED POINT "B"; THENCE EASTERLY, ALONG SAID LINE, TO THE EAST LINE OF THAT CERTAIN PORTION OF LOT 1 CONVEYED TO HERBERT E. MULL, INDIVIDUALLY, BY STATUTORY WARRANTY DEED RECORDED UNDER RECORDING NUMBER 9601221155; THENCE NORTH 01° 08' 48" EAST, ALONG SAID EAST LINE, TO THE SOUTHERLY MARGIN OF I-90; THENCE NORTH 59° 16' 34" WEST, A DISTANCE OF 26.44 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF SAID LOT 1 AND THE TRUE POINT OF BEGINNING.

(AKA ADJUSTED PARCEL 3 OF CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 97-05, RECORDED UNDER RECORDING NUMBER 9712159013).

PARCEL N:

THAT PORTION OF GOVERNMENT LOT 4 AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING SOUTHERLY OF THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2 (SR 90), AS ESTABLISHED IN KING COUNTY SUPERIOR COURT CAUSE NO. 681940, DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 89° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION, 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2, PRIOR TO CONDEMNATION UNDER KING COUNTY SUPERIOR COURT CAUSE NUMBER 681940; THENCE NORTH 59° 17' 18" WEST ALONG THE SAID SOUTHERLY MARGIN OF HIGHWAY 1,250.29 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID MARGIN 262.01 FEET; THENCE SOUTH 02° 04' 12" WEST, 687.47 FEET; THENCE SOUTH 87° 46' 12" EAST, 229.85 FEET; THENCE NORTH 02° 04' 12" EAST, 562.61 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID HIGHWAY AND THE TRUE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR ROAD OVER THE WEST 15 FEET OF THE SOUTH 328.25 FEET OF THE SOUTH 858.50 FEET OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION, LYING NORTHERLY OF PRIMARY STATE HIGHWAY NO. 2-D; AND OVER THE WEST 20 FEET OF THE SOUTH 118.45 FEET OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION, AS ESTABLISHED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 5665213; AND

TOGETHER WITH AN EASEMENT FOR ROAD OVER THE WEST 20 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION AS ESTABLISHED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 1020720;

SAID EASEMENTS ALSO GRANTED UNDER INSTRUMENT RECORDED UNDER RECORDING NUMBER 8706120181.

PARCEL D:

THAT PORTION OF GOVERNMENT LOT 5, LYING SOUTHERLY OF PRIMARY STATE HIGHWAY NO. 2 (SR 90) AS NOW CONDEMNED AND ESTABLISHED AND EASTERLY OF SECONDARY STATE HIGHWAY NO. 2-D, ISSAQUAH NEWPORT COUNTY ROAD;

ALSO KNOWN AS LAKE SAMMAMISH ROAD, AS NOW LOCATED AND ESTABLISHED AND MORE READILY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON; THENCE SOUTH 89° 40' 12" WEST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 2,684.42 FEET TO THE CENTER OF SAID SECTION; THENCE SOUTH 01° 37' 35" WEST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION, 290.82 FEET TO THE SOUTHERLY MARGIN OF PRIMARY STATE HIGHWAY NO. 2, PRIOR TO CONDEMNATION UNDER KING COUNTY SUPERIOR COURT CAUSE NUMBER 681940; THENCE NORTH 59° 17' 18" WEST ALONG THE SAID SOUTHERLY MARGIN OF HIGHWAY 1,512.30 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 59° 17' 18" WEST ALONG SAID MARGIN 250.00 FEET; THENCE SOUTH 65° 51' 10" WEST, 409.00 FEET, MORE OR LESS, TO THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D; THENCE SOUTH 18° 10' 18" EAST ALONG THE EASTERLY MARGIN OF SAID HIGHWAY, 44.45 FEET; THENCE ON THE ARC OF A CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 10° 17' 42", WITH A RADIUS OF 1,462.25 FEET, A DISTANCE OF 268.14 FEET TO A LINE ESTABLISHED BY AGREEMENT RECORDED UNDER RECORDING NO. 5228379; THENCE SOUTH 88° 21' 25" EAST ALONG SAID ESTABLISHED LINE 501.85 FEET; THENCE NORTH 02° 04' 12" EAST, 357.54 FEET, MORE OR LESS, TO THE SOUTHERLY MARGIN OF SAID PRIMARY STATE HIGHWAY NO. 2 AND THE TRUE POINT OF BEGINNING; AND EXCEPT THAT PORTION CONDEMNED FOR DRAINAGE DITCH PURPOSES UNDER KING COUNTY SUPERIOR COURT CAUSE NUMBER 115812.

PARCEL H:

THAT PORTION OF GOVERNMENT LOT 4, GOVERNMENT LOT 5, AND THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID GOVERNMENT LOT 5 OF SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 459.59 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN 404.05 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL O:

THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHERLY OF SECONDARY STATE HIGHWAY NUMBER 2-D;

EXCEPT THAT PORTION OF GOVERNMENT LOT 4, GOVERNMENT LOT 5, AND THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID GOVERNMENT LOT 5 OF SAID SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 459.59 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN, 404.05 FEET, MORE OR LESS, TO THE POINT OF BEGINNING; AND

EXCEPT THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 20 (SAID NORTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 209.11 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 01° 41' 00" WEST 357.12 FEET, MORE OR LESS, TO THE SAID WESTERLY MARGIN OF HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN, 450.10 FEET, MORE OR LESS, TO A POINT THAT BEARS NORTH 87° 53' 56" WEST FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 87° 53' 56" EAST, 250.48 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING; AND

EXCEPT THAT PORTION OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EAST OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID NORTHWEST QUARTER OF SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET TO THE TRUE POINT OF BEGINNING OF SAID DESCRIBED LINE; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET TO THE END OF SAID DESCRIBED LINE.

PARCEL P:

THAT PORTION OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY MARGIN OF SECONDARY STATE HIGHWAY NO. 2-D AT A POINT 149.08 FEET NORTH (AS MEASURED AT RIGHT ANGLES) OF THE SOUTH LINE OF SAID NORTHWEST QUARTER OF SECTION 20 (SAID SOUTH LINE BEARS NORTH 89° 40' 52" EAST); THENCE SOUTH 88° 21' 25" EAST, 501.50 FEET; THENCE SOUTH 02° 11' 08" WEST, 405.95 FEET; THENCE NORTH 87° 53' 56" WEST, 209.11 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 01° 41' 00" WEST, 357.12 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF THE HIGHWAY; THENCE NORTHERLY ALONG SAID HIGHWAY MARGIN A DISTANCE OF 450.10 FEET, MORE OR LESS, TO A POINT THAT BEARS NORTH 87° 53' 56" WEST FROM THE TRUE POINT OF BEGINNING;

THENCE SOUTH 87° 53' 56" EAST A DISTANCE OF 250.48 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

PARCEL S:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF NEWPORT ISSAQUAH ROAD, ALSO KNOWN AS STATE ROAD NO. 2, ALSO KNOWN AS S. E. NEWPORT WAY;

EXCEPT THE EAST 22 FEET OF THE NORTH 80 FEET THEREOF, AS CONDEMNED BY DRAINAGE DISTRICT NO. 4, FOR DRAINAGE PURPOSES IN KING COUNTY SUPERIOR COURT CAUSE NO. 115812; AND

EXCEPT THE FOLLOWING DESCRIBED PARCEL OF LAND: BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID SUBDIVISION AND THE NORTHEASTERLY MARGIN OF NEWPORT ISSAQUAH ROAD; THENCE SOUTH 89° 37' 09" EAST, 447.50 FEET ALONG SAID NORTH LINE; THENCE SOUTH 46° 26' 13" EAST, 0.72 FEET TO A POINT OF CURVATURE; THENCE SOUTHERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 49° 10' 00" AND AN ARC LENGTH OF 21.45 FEET; THENCE SOUTH 02° 43' 47" WEST, 112.51 FEET; THENCE SOUTH 31° 02' 31" WEST, 108.48 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 53° 03' 31" AND AN ARC LENGTH OF 23.15 FEET; THENCE SOUTH 84° 06' 02" WEST, 5.92 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET, THROUGH A CENTRAL ANGLE OF 36° 56' 14" AND AN ARC LENGTH OF 16.12 FEET; THENCE SOUTH 47° 09' 48" WEST, 41.03 FEET; THENCE NORTH 65° 04' 18" WEST, 20.09 FEET; THENCE NORTH 43° 13' 31" WEST, 17.69 FEET; THENCE NORTH 65° 56' 14" WEST, 53.34 FEET; THENCE SOUTH 68° 41' 42" WEST, 26.92 FEET; THENCE NORTH 64° 02' 28" WEST, 33.68 FEET; THENCE NORTH 69° 40' 12" WEST TO THE NORTHEASTERLY MARGIN OF SAID NEWPORT ISSAQUAH ROAD; THENCE NORTHEASTERLY ALONG SAID NORTHEASTERLY MARGIN TO THE POINT OF BEGINNING.

(ALSO KNOWN AS ADJUSTED PARCEL 1, CITY OF ISSAQUAH LOT LINE ADJUSTMENT NUMBER 95-04, RECORDED UNDER RECORDING NUMBER 9604309004).

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE BEARING BETWEEN WGS CONTROL MONUMENT #2280 (THE QUARTER CORNER COMMON TO SECTIONS 20 AND 29), A 4 x 4 CONCRETE MONUMENT WITH 3" BRASS DISK AND WGS CONTROL POINT #D22, A 2-1/2" BRASS CAP WITH PUNCH AND STAMPED "KCSM" AND "1993 KC-D-22". THE BASIS OF BEARINGS IS TAKEN AS NORTH 01°45'38" WEST. AN

HORIZONTAL DATUM

NAD 83(91) WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE

VERTICAL DATUM

NAVD 88

BENCHMARKS

ORIGINAL BENCHMARK: WSDOT BRASS DISK SET INTO A ROUND CONCRETE MONUMENT NEAR CENTER OF INTERSTATE MEDIAN OF I-90, 0.6 MILES WEST OF INTERCHANGE WITH SR 300, AND IS LEVEL WITH EXISTING GROUND SURFACE. WSDOT MONUMENT ID NO. 617
ELEV. = 42.116 FT

TBM-A
TOP OF REBAR SET IN CURB STOP IN EASTERLY PARKING LOT OF THE SAMMAMISH SPORTS ARENA ON NW POPLAR WAY. CURB STOP LOCATED FOUR FEET SOUTH OF POWER TRANSFORMER BOX NEXT TO BUILDING.
ELEV. = 46.32 FT

TBM-B
SCRIBED "X" IN TOP OF NORTHWESTERLY BOLT OF FIRE HYDRANT LOCATED AT EAST SIDE ENTRANCE TO NW PACIFIC ELM DR AT THE INTERSECTION WITH NW NEWPORT WAY.
ELEV. = 90.36 FT

GENERAL NOTES

1.) THE BOUNDARY SHOWN HEREON, AS WELL AS PORTIONS OF THE TOPOGRAPHIC FEATURES AND THE ON-SITE CONTOURS FOR THIS TOPOGRAPHIC SURVEY WERE TAKEN FROM THE A.L.T.A./A.C.S.M. LAND TITLE SURVEY DONE BY BARGHAUSEN CONSULTING ENGINEERS, INC. CONDUCTED IN OCTOBER 2005, MAY-JULY 2006 AND APRIL 2008. ALL MONUMENTS SHOWN HEREON WERE FOUND AND VISITED AT THAT TIME. THE QUARTER SECTION CORNERS AND STREET MANUAMENTATION ALONG NW NEWPORT WAY WERE VISITED AGAIN FOR THIS TOPOGRAPHIC SURVEY AS VERIFICATION. THE BARGHAUSEN SURVEY WAS A FIELD TRAVERSE SURVEY AND INSTRUMENTATION FOR SAID SURVEY WAS A LEICA 703 TOTAL STATION AND A TRIMBLE SANGER INSTRUMENTATION USED FOR THIS AUGUST 2014 TOPOGRAPHIC SURVEY WAS A TRIMBLE R10 WITH TSC3 AND A LEICA 1203. PROCEDURES USED IN THIS SURVEY WERE GPS AND FIELD TRAVERSE, MEETING OR EXCEEDING STANDARDS SET BY WAC 332-130-090.

2.) THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON DATE INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.

3.) EASEMENTS AND LEGAL DESCRIPTION ARE BASED ON THE TITLE PROVIDED BY CHIEF OF TITLE COMPANY OF WASHINGTON, ORDER NO. 0017856-06, DATED JUNE 20, 2014, AT 8:00 A.M.

4.) THE OFF-SITE CONTOURS AND OFF-SITE EXISTING BUILDINGS LYING WITHIN 100 FEET OF THE BOUNDARY AS SHOWN HEREON WERE COMPILED FROM AN INTERPOLATED SET OF PUBLIC DOMAIN AIRBORNE LIDAR DATA ACQUIRED IN 2003 BY THE PUGET SOUND LIDAR CONSORTIUM (PSLC). LIDAR HAS DEMONSTRATED ADVANTAGES IN DEFINING GROUND SURFACES IN SHADOWED AREAS BUT MAY NOT ADEQUATELY DEFINE THE GROUND IN OBSCURED AREAS. THE ACCURACY OF THE CONTOURS AND DIGITAL TERRAIN MODEL IS CONTINGENT ON THE ACCURACY OF THE PSLC DATA. IT IS NOT EXPECTED THAT THESE CONTOURS CONFORM TO NATIONAL STANDARDS FOR SPATIAL DATA ACCURACY. THIS DATA IS SHOWN ONLY FOR THE INTENTION OF PRELIMINARY SITE EVALUATION ONLY.

5.) SANITARY SEWER AND STORM DRAINAGE FACILITIES HAVE BEEN ASSUMED THROUGH FIELD MEASUREMENTS OF THE LOCATION OF THE ACCESS STRUCTURES, THE TOP ELEVATION OF THE STRUCTURES, AND THE INVERT ELEVATIONS OF ANY PIPES ENTERING OR LEAVING THE STRUCTURES. IT IS STANDARD PRACTICE TO SHOW THE PIPES CONNECTING THESE STRUCTURES AS STRAIGHT LINES. THIS IS ONLY AN ASSUMPTION AND THE ACTUAL LOCATION OF THE PIPING MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION.

6.) UTILITY LOCATIONS SHOWN ON THIS SURVEY DRAWING ARE BASED UPON FIELD LOCATION OF EXISTING UTILITY STRUCTURES AND UTILITY LOCATIONS SHOWN ON THE A.L.T.A./A.C.S.M. LAND TITLE SURVEY DONE BY BARGHAUSEN. OTHER UNDERGROUND UTILITIES MAY EXIST. NO SUB-SURFACE EXPLORATION WAS DONE TO VERIFY UTILITY ROUTINGS. THE ROUTING OF ALL BURIED UTILITIES SHOULD BE CONFIRMED WITH THE UTILITY PURVEYOR AND EXPOSED IN AREAS CRITICAL TO DESIGN.

7.) RECORDS OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WITHIN THE ADJACENT RIGHTS OF WAY ARE NOT ALWAYS AVAILABLE OR DISCLOSED TO THE PUBLIC AND LOCAL JURISDICTIONS. ROUTING COULD NOT BE VERIFIED.

8.) NO SUBSURFACE INVESTIGATION WAS DONE AS PART OF THIS SURVEY AND NO ATTEMPT WAS MADE TO ASCERTAIN LIMITS OF BELOW GRADE FOUNDATION.

9.) PROPERTY AREA = 1,723,255 +/- SF (39.56 +/- AC)

NOTE ON INTERNAL PARCEL LINES

THE EXTERIOR BOUNDARIES OF THIS PROPERTY ARE SHOWN ACCORDING TO DEEDS OF RECORD. THE INTERIOR PARCEL BOUNDARY LINES SHOWN HEREON ARE QUESTIONABLE. AS LONG AS THESE PARCELS BECOME ONE PROJECT, THE INTERNAL PARCEL BOUNDARY LINES DO NOT NEED TO BE ACCURATELY RESOLVED. HOWEVER, IF ANY OF THESE PARCELS NEED TO BE SEPARATED FROM THIS TITLE, THEN SUBSTANTIAL ADDITIONAL TITLE AND SURVEY WORK WILL BE NECESSARY.

CAUTION
LOCATION OF EXISTING UTILITIES SHOWN IS APPROXIMATE AND MAY NOT BE ACCURATE OR ALL INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATION OF UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. YOU MUST CALL 1-800-424-5555 NOT LESS THAN 2 FULL BUSINESS DAYS BEFORE BEGINNING EXCAVATION WHERE ANY UNDERGROUND UTILITIES MAY BE LOCATED. FAILURE TO DO SO COULD MEAN BEARING SUBSTANTIAL REPAIR COSTS.

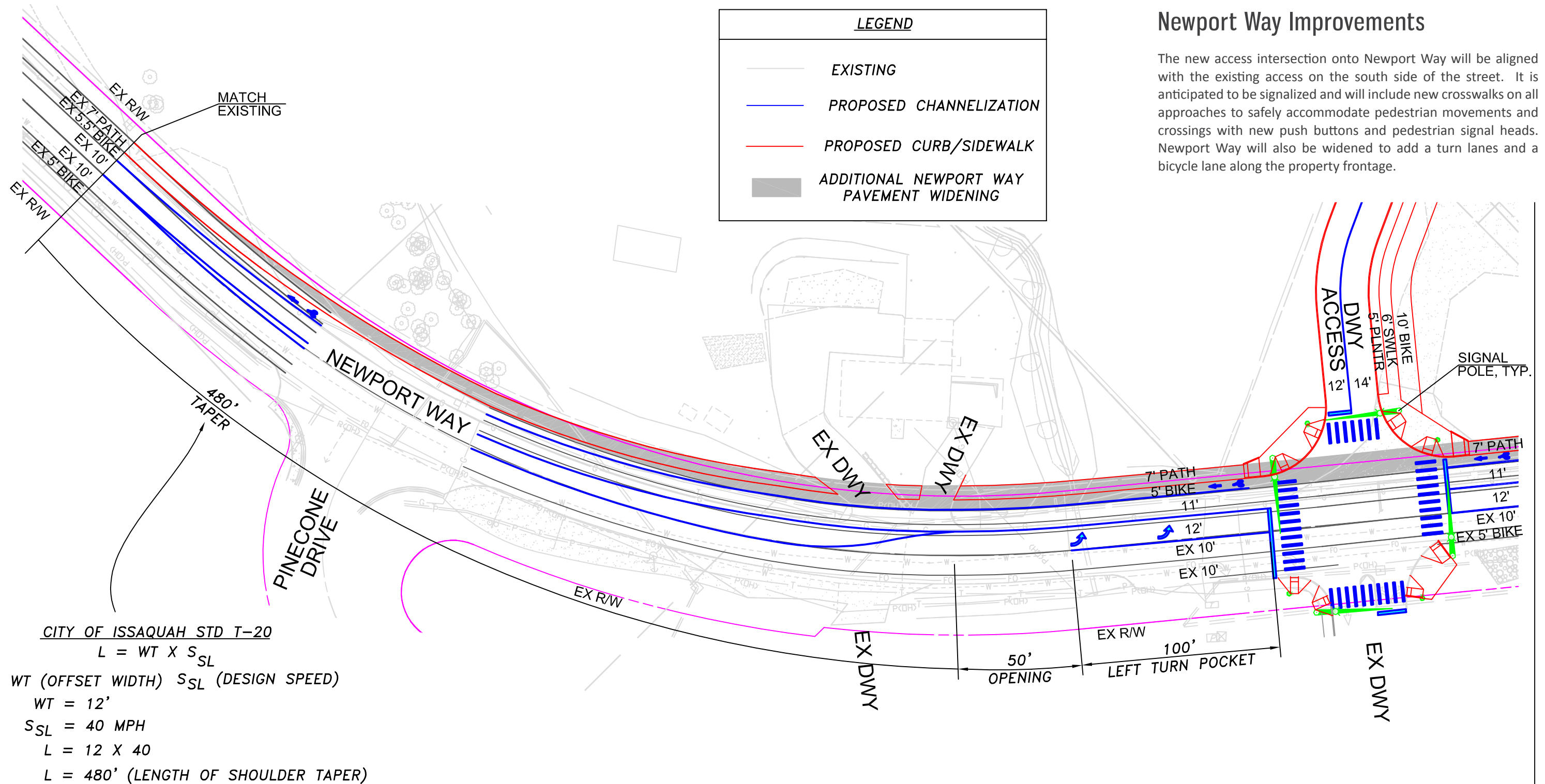
Detailed FAR Calcs and Diagram

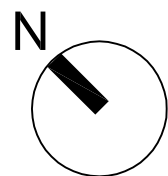


- F.A.R. AREA -		
LEVEL	AREA	# UNITS
COMMUNITY CENTER		
LEVEL 1	4,809 SF	0
	4,809 SF	0
	4,809 SF	0
TYPE A		
BLDG 2		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 10		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 11		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 12		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 13		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
BLDG 17		
LEVEL 1	2,234 SF	2
LEVEL 2	4,251 SF	4
LEVEL 3	4,251 SF	4
	10,736 SF	10
TYPE B		
BLDG 1		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 3		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 4		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 15		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 16		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
BLDG 18		
LEVEL 1	2,492 SF	2
LEVEL 2	4,921 SF	4
LEVEL 3	4,921 SF	4
	12,335 SF	10
	74,008 SF	60

- F.A.R. AREA -		
LEVEL	AREA	# UNITS
TYPE C		
BLDG 5		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 6		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 7		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 8		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 9		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
BLDG 14		
LEVEL 1	4,152 SF	4
LEVEL 2	7,984 SF	8
LEVEL 3	7,984 SF	8
	20,119 SF	20
TYPE D		
BLDG 19		
LEVEL 1	1,054 SF	0
LEVEL 1	271 SF	0
LEVEL 1	190 SF	0
LEVEL 1	509 SF	0
LEVEL 1	407 SF	0
LEVEL 1	190 SF	0
LEVEL 1	326 SF	0
LEVEL 2	19,900 SF	20
LEVEL 3	19,900 SF	20
LEVEL 4	19,900 SF	20
LEVEL 5	19,900 SF	20
	82,548 SF	80
BLDG 20		
LEVEL 1	1,054 SF	0
LEVEL 1	190 SF	0
LEVEL 1	271 SF	0
LEVEL 1	509 SF	0
LEVEL 1	407 SF	0
LEVEL 1	190 SF	0
LEVEL 1	326 SF	0
LEVEL 2	19,900 SF	20
LEVEL 3	19,900 SF	20
LEVEL 4	19,900 SF	20
LEVEL 5	19,900 SF	20
	82,548 SF	80
	165,095 SF	160
Grand total: 77	429,045 SF	400

The new access intersection onto Newport Way will be aligned with the existing access on the south side of the street. It is anticipated to be signalized and will include new crosswalks on all approaches to safely accommodate pedestrian movements and crossings with new push buttons and pedestrian signal heads. Newport Way will also be widened to add a turn lanes and a bicycle lane along the property frontage.





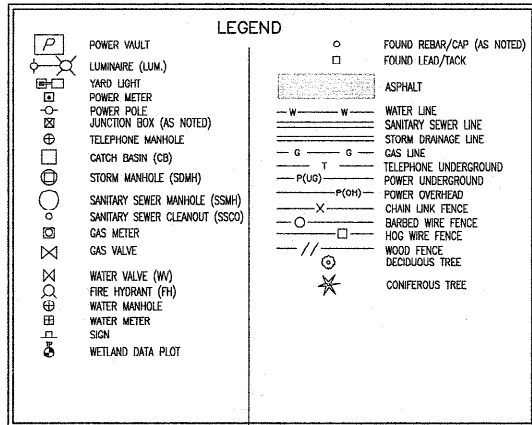
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08/13/2014



FRONTAGE AND ACCESS IMPROVEMENTS

CONCEPT 1: NORTH SIDE WIDENING

SHEET	2
OF	2



LINE TABLE							
LINE LENGTH		BEARING		LINE LENGTH		BEARING	
L1	10.11	N87°41'03"W	L25	32.10	S38°39'30"E		
L2	75.53	N88°53'19"W	L26	21.12	N66°55'30"E		
L3	33.63	N57°13'47"W	L27	50.64	S76°21'25"E		
L4	37.19	N10°26'45"W	L28	102.11	S58°08'57"E		
L5	58.82	N86°32'02"W	L29	22.45	S66°30'31"E		
L6	51.86	N19°30'05"W	L30	44.84	N79°29'13"E		
L7	93.62	N01°13'52"E	L31	61.39	S63°21'40"E		
L8	41.00	S19°24'49"W	L32	52.83	S75°13'13"E		
L9	16.07	S58°42'59"E	L33	10.26	N62°04'11"E		
L10	50.60	S47°31'43"E	L34	36.23	N01°36'56"E		
L11	61.72	S15°00'59"E	L35	24.80	N83°07'28"E		
L12	36.75	S08°50'07"W	L36	24.71	S30°51'23"E		
L13	30.93	S23°35'15"E	L37	20.82	S33°03'25"E		
L14	11.77	S23°06'12"E	L38	60.57	S55°34'54"E		
L15	5.40	N46°26'13"W	L39	56.85	S07°55'27"W		
L16	65.14	S16°47'48"W	L40	9.52	S43°23'04"E		
L17	53.41	S60°14'16"W	L41	57.27	S46°08'48"E		
L18	3.16	S00°57'49"W	L42	70.42	S33°38'33"E		
L19	49.90	S29°20'58"W	L43	37.73	S76°17'32"E		
L20	24.77	S17°10'31"W	L44	22.00	N89°37'22"W		
L21	34.09	S11°04'24"E	L45	21.99	N89°37'09"W		
L22	43.96	S38°42'01"E	L46	17.69	N43°13'31"W		
L23	18.28	N37°18'58"E	L47	20.09	N65°04'18"W		
L24	53.70	S58°54'45"E	L48	5.92	S84°06'02"W		

DRAINAGE STRUCTURES

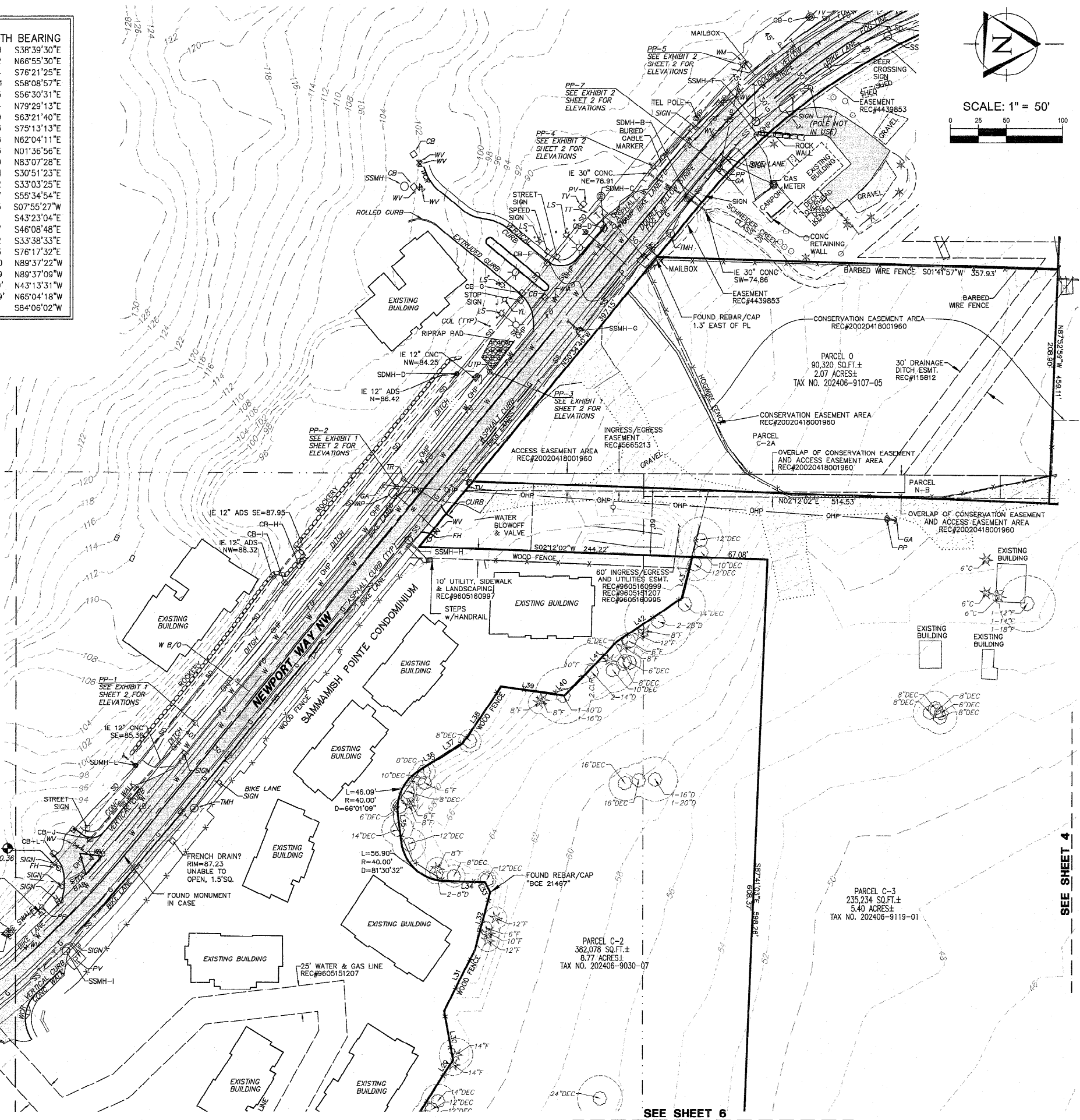
CB-A	RIM = 89.67	18" CMP N = 86.60
		12" CMP S = 86.59
		18" CMP W = 86.95
CB-B	RIM = 89.42(SOLID LID)	18" CMP N = 85.92
		18" CONC NE = 84.52
		4" ADS S = 86.67
CB-C	RIM = 86.31 (24" DIA)	18" CONC N = 76.07
		12" CMP SW = 82.77
		6" PVC S = 82.37
CB-D	RIM = 85.70	12" CONC E = 79.30
		12" CONC W = 79.45
CB-E	RIM = 87.26	18" ADS E = 83.41
		18" ADS W = 83.41
CB-F	RIM = 86.07	12" CONC E = 82.27
		15" CONC W = 80.12
CB-G	RIM = 87.22	18" ADS E = 83.72
		18" ADS W = 83.72
CB-H	RIM = 91.09(SOLID LID)	18" ADS W = 88.04
		18" DI E = 88.09
CB-I	RIM = 90.62(SOLID LID)	18" DI SW = 88.22
		18" ADS E = 88.22
CB-J	RIM = 86.81	12" CONC E = 84.81
		15" CONC W = 84.81
CB-K	RIM = 87.66	18" ADS E = 84.91
		18" ADS W = 85.01
		6" PVC S = 85.46
CB-L	RIM = 87.64	18" ADS W = 84.64
		18" ADS E = 84.69
CB-M	RIM = 85.74	15" ADS NE = 79.54
		12" CMP W = 79.89
		12" DI S,SW = 81.24

STORM MANHOLES

SDMH-A	RIM = 100.52	18" ADS E = 89.92
		12" ADS W = 89.07
SDMH-B	RIM = 84.49	30" CONC SW = 76.77
		30" CONC NE = 76.09
SDMH-C	RIM = 86.31	12" ADS SW = 82.86
		18" ADS E = 82.86
SDMH-D	RIM = 89.57	18" ADS W = 84.37
		18" DI E = 84.57
		12" ADS S = 84.47
SDMH-E	RIM = 89.78	18" ADS E = 85.98
		18" ADS W = 85.98
		8" ADS SW = 86.78

SANITARY SEWER MANHOLES

SSMH-A	RIM = 98.18	15" PVC NW = 89.68
		15" PVC SE = 89.53
		8" PVC SW = 90.18
SSMH-B	RIM = 95.07	15" PVC NW = 87.92
		15" PVC SE = 88.02
SSMH-C	RIM = 90.94	15" PVC NW = 83.69
		15" PVC SE = 83.54
SSMH-D	RIM = 86.99	12" PVC NW = 80.29
		15" PVC SE = 80.19
SSMH-E	RIM = 84.74	15" PVC NW = 78.34
		15" PVC SE = 78.24
SSMH-F	RIM = 84.45	15" PVC NW = 78.10
		15" PVC SE = 77.99
		8" PVC W = 78.95
SSMH-G	RIM = 85.97	15" PVC E = 77.77
		15" PVC W = 77.87
		8" PVC S = 78.12
SSMH-H	RIM = 88.26	15" PVC E = 77.46
		15" PVC W = 77.66
SSMH-I	RIM = 88.79	15" PVC NW = 77.19
		15" PVC SE = 77.09
SSMH-J	RIM = 87.85	15" PVC NW = 76.85
		15" PVC SE = 76.77
		8" PVC W = 77.12
SSMH-K	RIM = 84.03	15" PVC NW = 76.33
		15" PVC SE = 76.23
		8" PVC W = 76.73
SSMH-L	RIM = 86.86	15" PVC NW = 75.68
		15" PVC SE = 75.60
SSMH-M	RIM = 90.92	15" PVC NW = 74.72
		15" PVC E,SE = 74.58
SSMH-N	RIM = 81.55	15" PVC NW = 74.05
		15" PVC E,SE = 73.80



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Land Development Consultants

TOPOGRAPHIC SURVEY FOR

WOLFF ENTERPRISES II, LLC

ISSAQUAH GATEWAY

CITY OF ISSAQUAH, WASHINGTON

NO. DATE REVISION

ROY E. LEWIS JR., PE
PROJECT MANAGER

MARY H. MCDOWELL, PLS
PROJECT SURVEYOR

PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

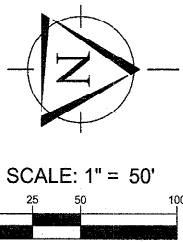
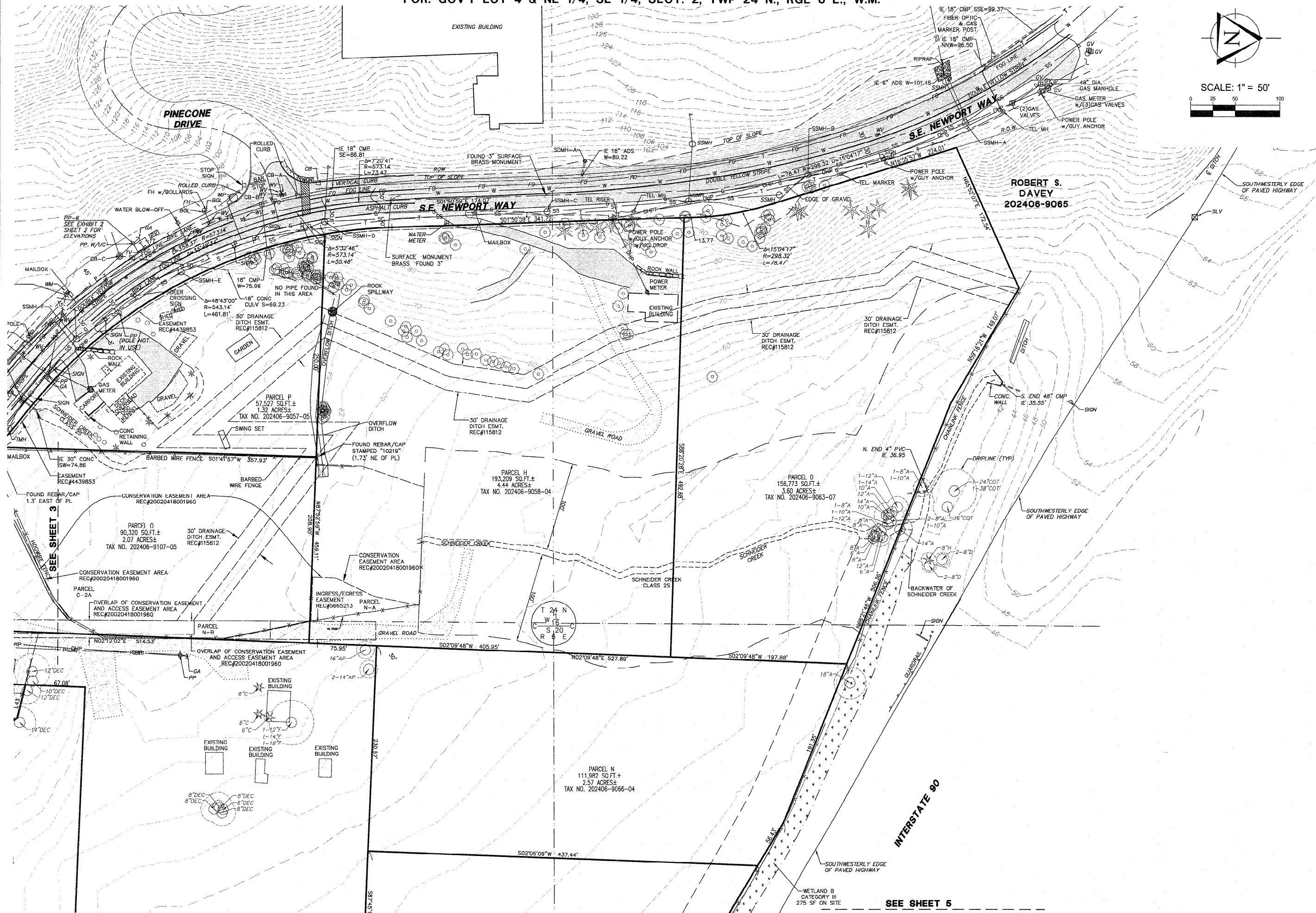
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WASHINGTON
CITY OF ISSAQUAH,

NO.	DATE	REVISION
1	10-06-14	ISSUED FOR PERMIT

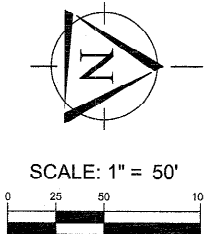
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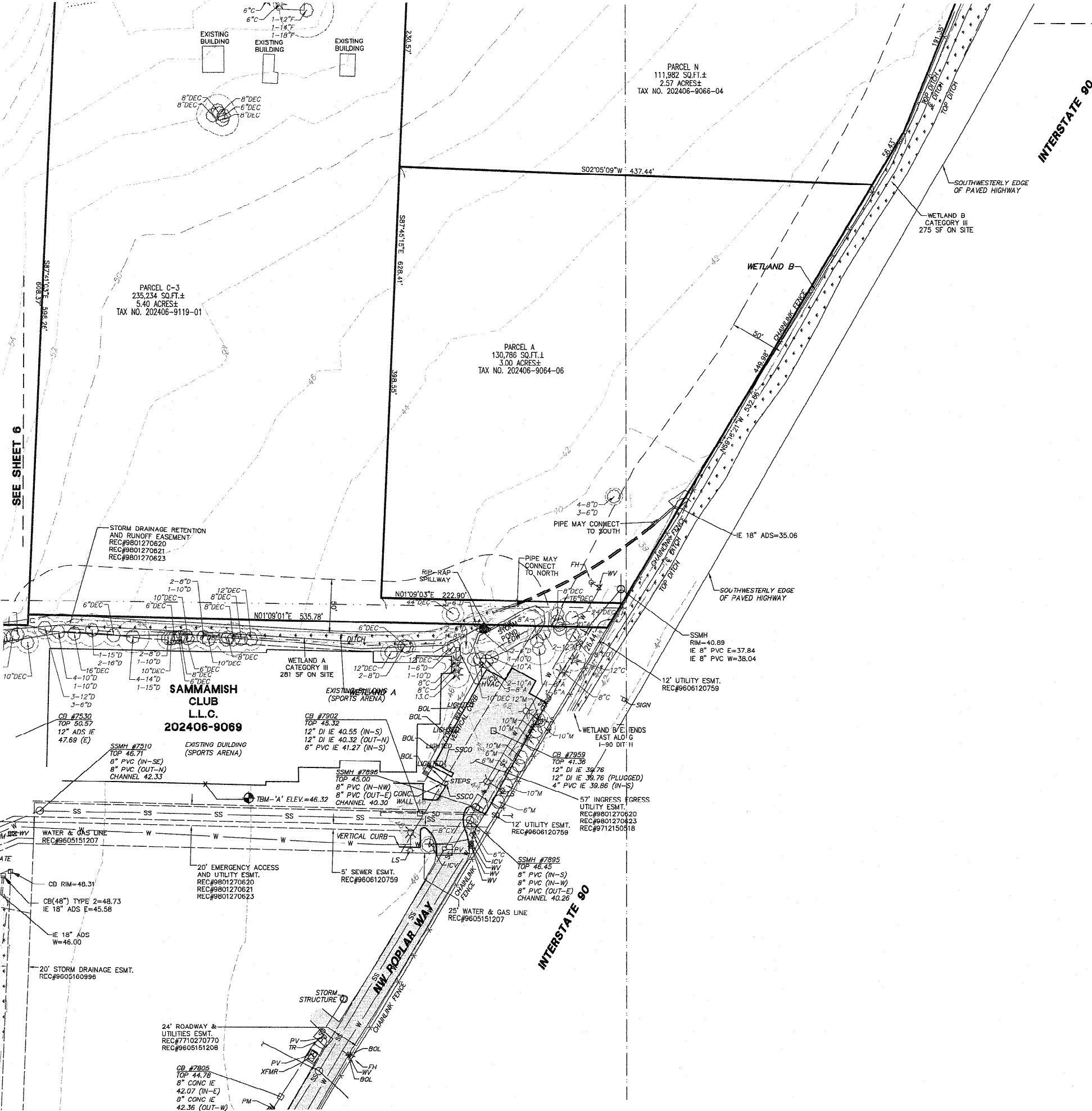
TOPOGRAPHIC SURVEY
FOR

WOLFF ENTERPRISES II, LLC

ISSAQUAH GATEWAY

CITY OF ISSAQUAH, WASHINGTON

SEE SHEET 6



BY CK

DATE REVISION

NO.

ROY E. LEWIS JR., PE

PROJECT MANAGER

MARY H. MCDOWELL, PLS

PROJECT SURVEYOR

PROJECT ENGINEER

PROJECT LANDSCAPE ARCHITECT

FIRST SUBMITTAL DATE: 10-06-14

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